Third Series, No.12

Tuesday, December 3, 1963
Agrahayana 12, 1885 (Saka)

LOK SABHA DEBATES

Sixth Session
(Third Lok Sabha)

LOK SABHA SECRETARIAT

New Delhi

CONTENTS

[*Third Series—Vol. XXIII—December 2 to 13, 1963/Agrahayana 11 to 22, 1885 (Saka)*]

	COLUMNS
No. 11—*Monday, Decemher 2, 1963/Agrahayana 11, 1885 (Saka)*	
Oral Answers to Questions—	
*Starred Question Nos. 300 to 306 and 308 to 313	2357—97
Written Answers to Questions—	
Starred Questions Nos. 299, 307, 314 and 316 to 328	2397—2408
Unstarred Questions Nos. 851 to 880, 882 to 923 and 925.	2408—52
Calling Attention to Matter of Urgent Public Importance—	
Reported existence of Chinese Fifth Column Army in India	2452—54
Re: Motion for Adjournment	2455-56
Papers laid on the Table	2456
Re : Simultaneous translation of proceedings	2456—58
Statement *re:* IAF Dakota crash at Banihal	2459—61
Drugs and Cosmetics (Amendment) Bill—	
Report of the Joint Committee	2461
Indian Tariff (Second Amendment) Bill—introduced	2462
Motion *re:* Food situation in the country	2462—2590
Daily Digest	2591—96
No. 12—*Tuesday, December 3, 1963/Agrahayana 12, 1885 (Saka)*	
Oral Answers to Questions—	
*Starred Questions Nos. 329 to 339	2597—2632
Written Answers to Questions—	
Starred Questions Nos. 340 to 353	2632—43
Unstarred Questions Nos. 926 to 1053	2643—2735
Obituary Reference	2735
Calling Attention to Matter of Urgent Public Importance—	
Explosion in a railway wagon at Ajni near Nagpur	2735—45
Reported resignation from Estimates Committee	2745-46
Papers laid on the Table	2746-47
Message from Rajya Sabha	2747-48
Motion *re:* Food situation	2748—2868
Daily Digest	2869—76
No. 13—*Wednesday, December 4, 1963/Agrahayana 13, 1885 (Saka)*	
Oral Answers to Questions—	
*Starred Questions Nos. 354 to 358, 366, 359 to 365, 367 and 368	2877—2915
Written Answers to Questions—	
*Starred Questions Nos. 369 to 383	2916—25
Unstarred Questions Nos. 1054 to 1064 and 1066 to 1129	2925—68
Calling Attention to Matter of Urgent Public Importance—	
Permission for overflight of non-Chinese aircraft carrying Chinese Premier and Vice-Premier	2968—75

	COLUMNS
Papers laid on the Table	2975-76
Committee on Private Members' Bills and Resolutions—	
Twenty-ninth Report	2976
Motion *re :* Food situation	2976—3056
Unit Trust of India Bill—	
Motion to consider	3057—3108
Daily Digest	3109—3114
No. 14—*Thursday, December* 5, 1963/*Agrahyana*, 14, 1885 (*Saka*)	
Oral Answers to Questions—	
*Starred Questions Nos. 384 to 389, 391 to 393 395 to 397, 399 and 401	3115—53
Written Answers to Questions—	
Starred Questions Nos. 390, 394, 398, 400 and 402 to 413	3153—62
Unstarred Questions Nos. 1130 to 1194	3162—3205
Messages from Rajya Sabha	3205
Unit Trust of India Bill—	
Motion to consider	3206—70
Clauses 2 to 44 and 1	3263—69
Motion to pass, as amended	3269—70
Central Boards of Revenue Bill—	
Motion to consider	3270—3285
Clauses 2 to 8 and 1	3284
Motion to pass	3285
Motion *re:* Report on Mid-term Appraisal of Third Five Year Plan	3285—3330
Daily Digest	3331—36
No. 15—*Friday, December* 6, 1963/*Agrahayana* 15, 1885 (*Saka*)	
Oral Answers to Questions—	
*Starred Questions Nos. 414 to 416, 418 to 421 and 423 to 428	3337—72
Written Answers to Questions—	
Starred Questions Nos. 429 and 431 to 443	3372—81
Unstarred Questions Nos. 1194 to 1266 and 1268	3381—3427
Re: Procedure about Calling Attention Notices	3427—30
Calling Attention to Matter of Urgent Public Importance—	
Collision of Howrah-Madras Express with Lorry at an unmanned level crossing	3430—38
Papers Laid on the Table	3438-39
Public Accounts Committee—	
Sixteenth Report	3439
Business of the House	3439—42
Personal Explanation by a Member	3442-43
Motion *re:* Report on Mid-term Appraisal of Third Five Year Plan	3444—90
Committee on Private Members' Bills and Resolutions—	
Twenty-ninth Report	3490
Constitution (Amendment) Bill—(Amendment of Articles 74, 75 etc.) by Shri Sivamurthi Swamy—Introduced	3490
Constitution (Amendment) Bill—(Amendment of Article 343) by Shri C.K. Bhattacharya—	
Motion for Circulation	3491—3556
Daily Digest	3557—62

COLUMNS

No. 16—*Monday, December* 9, 1963/*Agrahayana* 18, 1885 (*Saka*)

Oral Answers to Questions—
•Starred Questions Nos. 444 to 447 and 450 to 454 3563-99
Written Answers to Questions—
Starred Questions Nos. 448 to 449 and 455 to 473 3600-13
Unstarred Questions Nos. 1269 to 1336 . . . 3614-52

Re : Motion for Adjournment and Calling Attention Notice 3653
Calling Attention to Matters of Urgent Public Importance—
(*i*) Lathi charge on Tibbia College students . 3653-70& 3798-3814
(*ii*) Situation on cease-fire line in Kashmir 3670-75
(*iii*) Reported forciable occupation of Indian village by E. Pakistan forces . 3675-80
Re : Answer to Call Attention Notice 3675
Paper laid on the Table . 3680
Messages from Rajya Sabha 3680-82
President's Assent to Bill 3682

Committee on Private Members' Bills and Resolutions—
Thirtieth Report . . 3682
Companies (Amendment) Bill—
1. Select Committee Report; and 3682
2. Evidence 3683
Slum Areas (Improvement and Clearance) (Amendment) Bill—
Extension of time for presentation of Joint Committee Report 3683
Business of the House 3683-88
Delhi Development (Amendment) Bill—introduced . . . 3688
Motion *re:* Report on Mid-term appraisal of Third Five Year Plan 3689-3798
Daily Digest . . 3815-20

No. 17—*Tuesday, December* 10, 1963/*Agrahayana* 19, 1885 (*Saka*)
Oral Answers to Questions—
•Starred Questions Nos. 475 to 481 and 483 . 3821-54
Written Answers to Questions—
Starred Questions Nos. 474, 482 and 484 to 500 . 3854-66
Unstarred Question Nos. 1337 to 1446 3866-3934
Calling Attention to Matter of Urgent Public Importance—
Lock-out in Lilluah Workshop of Eastern Railways . . . 4078-81
Motion *re:* Report on Mid-term Appraisal of Third Five Year Plan 3934-35, 4078&4081-84
Business Advisory Committee
Twenty-second Report 4084

Daily Digest . . . 4085-20

No. 18—*Wednesday, December* 11, 1963/*Agrahayana* 20, 1885 (*Saka*)

Oral Answers to Questions
•Starred Questions Nos. 501 to 504 and 506 to 510 4091-4106
Written Answers to Questions—
Starred Questions Nos. 505 and 511 to 524 . . . 4126-35
Unstarred Questions Nos. 1447 to 1457 and 1459 to 1510 4135-72

COLUMNS

Calling Attention to Matters of Urgent Public Importance—
(i) Reported construction of spurs on the bank of Feni river by Pakistan . 4173–76
(ii) Reported arrest of Group Captain Prakash Chandra on a charge of espionage 4179–82
(iii) Reported tresspassing by Pakistan rifles into Lobacherra . . 4182–87
Alleged inaccuracy in statement of Prime Minister 4187–89, 4189–95 & 4317–18
Papers laid on the Table . . 4189–4195
Business Advisory Committee—
Twenty-second Report 4195–96
Motion *re:* Report on Mid-term Appraisal of Third Five Year Plan . 4196–4283& 4285–4316&4318–30
Correction of answer to Starred Question No. 501 . 4283–55
Obituary reference . 4316–17
Daily Digest . 4331–36

No. 19—*Thursday, December* 12, 1963/*Agrahayana* 21, 1885 (*Saka*)

Oral Answers to Questions—
*Starred Questions Nos. 525 to 533, 535 to 537 and 539 . 4337–73
Written Answers to Questions—
Starred Questions Nos. 534, 538 and 540 to 549 . . 4373–81
Unstarred Questions Nos. 1511 to 1559 and 1561 to 1569 4381–4415
Calling Attention to Matters of Urgent Public Importance—
1. Move for conference of non-aligned nations; and . 4415–18
2. Reported firing by Pakistanis in Lathitilla and Dumabari 4418–26
Message from U.S.A. President 4426
Papers laid on the Table 4428–30
Arrest of Shri B. P. Maurya 4430–38
Point of clarification 4438–41
Correction of Answer to Starred Question No. 760 4441
Correction of Answer to Starred Question No. 99 4441–42
Statement *re:* Sugarcane prices 4442–50
Motion *re:* Report on the Mid-term Appraisal of the Third Five Year Plan 4450–59& 4466–90
Re: Quorum 4459–66
Indian Tariff (Second Amendment) Bill—
Motion to consider 4490–4505

Daily Digest 4509–14

No. 20—*Friday, December*, 13, 1963/*Agrahayana* 22, 1885 (*Saka*)

Oral Answers to Questions—
*Starred Questions Nos. 551-552, 554-555, 557-560, 562-565, 567 and 569 to 574 4515–56
Short Notice Question No. 3 4556–68
Written Answers to Questions—
Starred Questions Nos. 550, 553, 556, 561, 566, 568 and 575 to 578 4568–74
Unstarred Questions Nos. 1570 to 1572 and 1574 to 1647 . 4574-4620
Calling Attention to Matter of Urgent Public Importance—
Train-bus collision on Mirray-Latus narrow gauge railway on 3rd December, 1963 4620–23
Papers laid on the Table . . 4623–25
Estimates Committee —
Forty-first Report 4625
Statement *re:* New Family Pension Scheme 4625–27
Business of the House 4627–28

	COLUMNS
Indian Tariff (Second Amendment) Bill—	
Motion to consider . .	4629–52
Clauses 2 and 1 .	4652
Motion to pass . . .	4653
Companies (Amendment) Bill—	
Motion to consider, as reported by Select Committee .	4653–81
Committee on Private Members' Bills and Resolutions Thirtieth Report—	4681
Resolution *re:* Agricultural Production—withdrawn .	4681–98
Resolution *re:* Upgrading of Madras City—withdrawn	4698–4724
Resolution *re:* Railway line from Pathankot upto Riasi .	4724–41
Half-an-Hour discussion *re:* Teaching of English in Schools.	4742–52
Daily Digest	4753–60

N.B.—The sign + marked above the name of a member on questions which were orally answered indicate that the question was actually asked on the floor of the House by that Member.

GMGIPND—LS II—1764(Ai)LSD—23-12-63-880

LOK SABHA

Tuesday, December 3, 1963/Agrahayana 12, 1885 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

Mr. Speaker: It is very unfortunate that we should be starting two minutes after time.

An Hon. Member: There is nobody on a whole row on the other side.

Mr. Speaker: That is a reflection on me as well. I feel embarrassed when I have to enter two minutes after time (*Interruption*).

Shri Kapur Singh: Our objection is that you had to bow to empty benches on your right.

Mr. Speaker: It is my pleasure that where Members sit I must bow. Let us take up the Questions now.

ORAL ANSWERS TO QUESTIONS

तेल नौवहन समवाय

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*३२९. **श्री ओंकार लाल बेरवा :**
श्री चतर सिंह :

क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अमेरिकन फिलिप पैट्रोलियम कम्पनी नामक तेल वाही नौवहन समवाय को भारत सरकार ने इसी प्रकार का तेल वाही नौवहन समवाय स्थापित करने की अनुमति दे दी है ;

(ख) यदि हां, तो क्या समवाय में विदेशी पूंजी भी लगेगी तथा वह कितनी होगी, और

(ग) भारत को इससे क्या लाभ होगा ?

परिवहन मंत्रालय में नौवहन मंत्री (श्री राज बहादुर): (क) सरकार ने फिलिप्स पैट्रोलियम कम्पनी के सहयोग से एक नई भारतीय जहाजी कम्पनी बनाना सिद्धान्ततः मंजूर कर लिया है ।

(ख) मेसर्स फिलिप्स पैट्रोलियम कम्पनी प्रस्तावित कम्पनी में शेयर पूंजी का ४० प्रतिशत लगायेगी जो विदेशी मुद्रा में होगी ।

(ग) भारतीय टैंकरों की संख्या में उत्तरोत्तर वृद्धि होगी और इसके लिये भारत को अपने पास से विदेशी मुद्रा नहीं लगानी पड़ेगी ।

[(a) Government have approved in principle the formation of a new Indian shipping company with the collaboration of the Phillips Petroleum Company.

(b) M/s. Phillips Petroleum Company will invest 40 per cent in the share capital of the proposed company, which will be in foreign exchange.

(c) There will be a progressive addition to the Indian tanker fleet without any foreign exchange outlay.]

श्री ओंकार लाल बेरवा : मैं यह जानना चाहता हूं कि इस कम्पनी पर गवर्नमेंट का क्या कंट्रोल रहेगा और इसको पूरा अधिकार देने के बजाये अगर पार्टनरशिप होती, तो हमें क्या आपत्ति थी ।

श्री राज बहादुर : यह तो एक शिपिंग कम्पनी है और हर शिपिंग कम्पनी में गवर्नमेंट कोई हिस्सा नहीं लेती है । उसको चलाने में और उसको सहायता देने में गवर्नमेंट का कन्ट्रोल रहता है ।

श्री ओंकार लाल बेरवा : मैं यह जानना चाहता हूं कि उस पर सरकार का अधिकार क्या होगा, क्या नियंत्रण रहेगा ।

श्री राज बहादुर : यह एक इंडियन शिपिंग कम्पनी होगी और उसके जहाजों पर भारतीय पताका, भारतीय झंडा, होगा । वह कम्पनी भारतीय नियमों के अधीन काम करेगी ।

श्री ओंकार लाल बेरवा : यह आयल कम्पनी हिन्दुस्तान में किस जगह लगेगी और भारत सरकार किस किस बात की फैसिलिटी उसको देगी ?

श्री राज बहादुर : आयल कम्पनी का सवाल दूसरे मंत्रालय से होना चाहिये ।

अध्यक्ष महोदय : वह तो शिपिंग कम्पनी है । वह चलती-फिरती रहेगी ।

श्री ओंकार लाल बेरवा: मैं यह जानना चाहता हूं कि उसके हैडक्वार्टज कहां होंगे ।

श्री राज बहादुर : चूंकि खास तौर से उस को रिफाइनरी के लिये क्रूड आयल पर्शन गल्फ से लाना पड़ेगा, इस लिये अनुनमान लगाया जा सकता है कि उसका मुख्य दफ्तर कोचीन में होगा, लेकिन उस के बारे में कोई निश्चित सूचना हमारे पास नहीं है ।

Shrimati Renu Chakravartty: What is the number of tankers that is going to be owned by this company? Will it be working only in one particular route and, if so, what is that route?

Shri Raj Bahadur: It is estimated that it will have to provide for the transport of about 2.5 million tons of crude from Persian Gulf. For that it would require about 8 to 12 tankers

Shri Sham Lal Saraf: May I know if this shipping company will be exclusively meant for importing crude oil or it will undertake other work also?

Shri Raj Bahadur: The tankers are for the import of crude mostly or for carrying white oil.

Shri Heda: Since there is a big difference between the standard of sea-worthiness of America and India, may I know whether the fleet that will be acquired by this company will be sea-worthy according to American standard or below that standard?

Shri Raj Bahadur: Sea-worthiness is rather an absolute term, because no vessel would be allowed to sail unless it is sea-worthy, and for that it has to satisfy certain specifications laid down by Lloyds and other expert bodies.

Shri P. Venkatasubbaiah: Could not the Government decide on the policy of nationalising the shipping industry in this country instead of entrusting this enterprise to the private sector?

Shri Raj Bahadur: This does not arise out of the main question. As the hon. Member knows, we have got shipping companies in the private sector. At the same time, we have got a shipping corporation in the public sector. So, at the moment we have no such proposal under consideration.

Shri Indrajit Gupta: Regarding the 60 per cent of the capital which will be held by Indians, will it be held by the Shipping Corporation of India or by some private interests also?

Shri Raj Bahadur: The whole project of the shipping company is based on an agreement between Shri R. P. Goenka and Mr. S. Learned, President of the Phillips Petroleum Company, which is collaborating for the refinery.

Shri Indrajit Gupta: My question was about the Indian interests.

Shri Raj Bahadur: Shri R. P. Goenka.

Shri Indrajit Gupta: Only?

Shri Raj Bahadur: They might have their own partners but I am not aware.

Hotel Classification Committee

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*330. { **Shri Bhagwat Jha Azad:** / **Shri D. N. Tiwari:** / **Shri D. D. Mantri:** / **Shri Mohan Swarup:** / **Shri Sham Lal Saraf:** / **Shri A. V. Raghavan:** / **Shri Pottekkatt:**

Will the Minister of **Transport** be pleased to state:

(a) whether the Hotel Classification Committee has completed its work and submitted report regarding the classification of hotels in the country; and

(b) if so, whether Government have accepted its recommendations?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) Yes, Sir.

(b) Categorisation of hotels according to the "Star System" as recommended by the Hotel Classification Committee has been accepted by Government.

Shri Bhagwat Jha Azad: After the acceptance of the report of the Hotel Rates Committee, may I know whether Government have actually introduced the classification of one star to five stars in the case of hotels?

Shri Raj Bahadur: The classification of hotels as such was undertaken as a result of the demand and the need felt for that. A Committee was appointed known as the Hotel Standards and Rate Structure Committee to go into this question. The Committee recommended that there should be a committee appointed for the classification of hotels and that it should fix certain criteria for classification. Applications were invited and the hotels which wanted to be so classified on their own volution applied for classification. That classification was undertaken by this Committee and, ultimately, the recommendations have been accepted by the Government.

Shri Bhagwat Jha Azad: Sir, my question remains where it was. I wanted to know whether those recommendations accepted by the Government have already been implemented.

Shri Raj Bahadur: We have accepted the recommendations and have published the acceptance of the recommendations.

Shri D. N. Tiwary: In this classification how many rates have been fixed for different kinds of hotels and what are the rates?

Shri Raj Bahadur: The classification is based on certain criteria to be fulfilled by the hotels concerned and the classification has proceeded on the basis of those criteria. Those criteria were fully publicised before applications were invited. Applications were made by the hotels and restaurants concerned after understanding those.

Shri Basappa: Who was the chairman of this committee, in what way was he connected with tourism and were the recommendations unanimous?

Shri Raj Bahadur: So far as the chairmanship is concerned, Shri G. R. Kadappa, the then Deputy Director General of Tourism, was the Chairman. Shri L. C. Narula who represented the Federation of Hotels and Restaurants in India and Colonel G. V. Raja representing the consumers were the members. The recommendations were unanimous.

Shri Sham Lal Saraf: May I know whether this committee has also recommended the criteria according to which board and lodging will be charged and also the space fixed for

a particular hotel for a particular charge?

Shri Raj Bahadur: I do not think it was related to the rates of charges of hotel rooms as such. The criteria related to certain amenities, facilities, furnishing, equipment etc. That was very well laid down. I may add to my reply to the last question that regional hotel associations were also represented whenever the committee went and was in a particular region and the State Governments also were likewise represented to whichever State the Committee went for that purpose.

Haldia Port

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*331. { **Shri Umanath:** / **Shri S. M. Banerjee:** / **Shri P. C. Borooah:** / **Shri P. R. Chakraverti:**

Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that there are some difficulties in setting up Haldia Port;

(b) if so, the nature of difficulties and steps taken by Government to remove them; and

(c) whether any World Bank loan to cover the foreign exchange need of the Project has been secured?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

(c) Not yet.

Shri Umanath: This question is coming before Parliament off and on. What are the reasons for the delay and what are the obstructions that stand in the way of selecting a site as far as this port is concerned?

Shri Raj Bahadur: I am grateful to the House for taking keen interest time and again in this particular matter. But despite that gratefulness it will not be possible for me to ensure that the Haldia project would be completed all at once. It is a big project. It has to be duly taken in hand and completed. The work has been started.

Shri Umanath: My question was whether the site has been selected. If it has not been selected, what are the reasons for that?

Shri Raj Bahadur: The site has been selected. Haldia is the site for the new port.

Shri Umanath: Can the Government say with certainly that this whole project will be completed within the Third Plan period?

Shri Raj Bahadur: It will take time. We hope that it will be completed by 1967. That is what we hope for at the moment. But we have not lost any time in taking the necessary steps.

Shri S. M. Banerjee: It has come out in the newspapers that the West Bengal Government has requested the Centre to bear the cost of development of about 200 acres of land for it. It is said that they have sought an *ex-gratia* grant of Rs. 813 lakhs towards land development. I would like to know the reaction of the Central Government to this.

Shri Raj Bahadur: The matter is under consideration.

Shri P. C. Borooah: What is the extent of the World Bank loan that is going to be sought for it and what will be the foreign exchange part of that?

Shri Raj Bahadur: The port requires many things, that is, equipment, machinery etc., for which we have to have foreign exchange. Out of a total estimated cost of Rs. 30 crores as much as Rs. 14 crores will be required by way of foreign exchange and for that we will have to approach the World Bank.

Shri Indrajit Gupta: Is the finalization of the World Bank loan going to be dependent upon the approval by the World Bank experts of the river

survey reports at Haldia and, if so, what is the reason for the delay—these reports have been submitted long ago—in the World Bank giving its opinion?

Shri Raj Bahadur: I think the hon. Member is referring to the hydraulic studies which have been undertaken, completed and sent to the World Bank. He may be glad to know that even the World Bank is satisfied so far as the hydraulic aspect of the proposed port is concerned.

Shri B. K. Das: May I know whether the foreign exchange component of the cost of this project has so far been calculated?

Shri Raj Bahadur: I have already said that it will be Rs. 14 crores out of the estimated cost of about Rs. 30 crores.

Shri S. C. Samanta: In reply to part (a) of the question, the hon. Minister said, "No". Is it not a fact that in the newspapers there appeared reports of some difficulties to the effect that there will be silting in the estuaries of the River Hooghly; if so, what is being done? There was the recommendation of the World Bank Committee to acquire a dredger for it. May I know whether this has been ordered or not?

Shri Raj Bahadur: An order has been placed for an estuarian dredger. So far as the difficulty about siltation is concerned, the studies made have established that 28 ft. draught will be available throughout the year and a draught of 30 ft. for 346 days in a year; even 35 ft. draught will be available for 39 days in the year. After some dredging, it is hoped, we may be assured of a draught of 35 ft. for 365 days round the year.

Shri P. R. Chakraverti: In view of the national importance of this port, may I know whether the Government have assured itself of effective steps to bring this into operation as early as possible?

Shri Raj Bahadur: That is exactly our objective and this has been included in the Third Plan; some provision has been made for that.

Rice

*332. + **Shri P. C. Borooah:**
Dr. L. M. Singhvi:
Shri R. G. Dubey:
Shri S. M. Banerjee:
Shri Umanath:
Shri Surendra Pal Singh:
Shrimati Savitri Nigam:
Shri Maheswar Naik:
Shri Bhagwat Jha Azad:
Shri Mohan Swarup:
Shri Indrajit Gupta:
Shri Dinen Bhattacharya:
Shrimati Renuka Ray:
Shri D. C. Sharma:
Shri Balkrishna Wasnik:
Shri D. D. Mantri:
Shri Heda:
Shri Tridib Kumar Chaudhuri:
Shri P. R. Chakraverti:
Shri Bade:
Shri Kachhavaiya:
Shri B. K. Das:
Shri S. C. Samanta:
Shri A. N. Vidyalankar:
Shri Onkar Lal Berwa:
Shri Subodh Hansda:
Shri Kajrolkar:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the latest position as on the 1st October, 1963 in respect of the stocks, availability and the price of rice in different parts of the country;

(b) whether any fair price shops were opened during the last quarter;

(c) if so, how many and in which States; and

(d) whether any representations have been received from rice mills in Assam and other States complaining of shortages in rice availability?

The Parliamentary Secretary to the Minister for Food and Agriculture (Shri A. M. Thomas): (a) Infor-

mation about stocks and availability of rice in different parts of the country for the period ending 30th September is not available. Government do not collect any figures of total stocks in the country but from the fortnightly returns of licensed wholesalers information relating to their stocks becomes available but these would not represent the total stocks in various parts of the country. Since March 1963, rice price recorded a continuous rise and was rather high on 1st October.

(b) and (c). A statement showing the number of fair price shops for sale of rice opened in different States during the quarter ending October, 1963, is as under:

STATEMENT

State	No of fair price shops opened
1. Assam	810
2. Bihar	747
3. Gujarat	715
4. Madhya Pradesh	243
5. Madras	46
6. Maharashtra	882
7. Punjab	65
8. West Bengal	499
9. Delhi	33
10. Himachal Pradesh	2
11. Manipur	11
12. Tripura	76
13. Goa	30
14. Pondicherry	45

(d) Representations to this effect were received only from the Association of rice mills in Assam.

Shri P. C. Borooah: May I know, besides opening of the fair price shops, what other steps Government have taken to bring down the price of rice and also to make rice available to consumers easily?

Mr. Speaker: Was not all that given yesterday?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): Yes, Sir. Many of the steps have been narrated on the floor of the House. Besides large stocks being given to fair price shops —and the current year's quota was much higher than the previous year— we are also having regulatory measures on the trade. All these steps are being taken.

Shri P. C. Borooah: May I know whether it is a fact that domestic procurement of rice has fallen far short of the expectations and as a result the fair price shops are not getting their supplies?

Shri Shinde: It is true that due to shortfall of production during the last year, the procurement also was less compared to the expectations. But the supplies were made to the fair price shops as and when asked for by the State Governments and the Centre also came to the aid of the State Governments.

Shri Warior: Is it a fact that the prices in Madras State had increased and hence the export from Madras to Kerala; and the prices have gone up in Kerala and the Minister has asked for some more quota to bring down the prices?

Shri A. M. Thomas: Recently, there has been some spurt in prices in Kerala because of the fact that there has been a reduction in the quantity that was being moved from Andhra Pradesh and Madras. We are looking into it. That has also been partly due to the recent difficulties in those two exporting States. I think the situation would soon improve.

Shri D. C. Sharma: May I know if the cases of some hoarders and profiteers have been brought to the notice of the Ministry and, if so, from which States and what action has been taken against them?

Shri A. M. Thomas: This question was raised before also and we have given the number of cases taken under the Defence of India Rules. In

fact, so many persons were arrested also for profiteering and other activities.

Shri R. G. Dubey: May I know notice of the Government that though notice of the Government that though there are huge stocks in the country, many times there are no stocks in the local towns? If there are stocks, they are not released for days and days and if they are released, they are released to wrong agency. There is no proper supervision and sometimes even the so-called fair price shops go into the black market. The whole machinery is functioning in a bad way.

Shri A. M. Thomas: I think that perhaps the hon. Member has in mind the state of affairs in Bijapur. In fact, he has frequently drawn my attention to that, and whenever he has drawn my attention to it, I have rushed stocks to that area, and distribution has been resumed satisfactorily.

Shrimati Savitri Nigam: May I know whether the hon. Minister is aware that while in the urban areas the fair price shops are giving relief, in the rural areas rice is selling at a very high price and, if so, whether any steps have been taken by Government to control the advances from the various banks to the grain merchants and hoarders?

Shri A. M. Thomas: In fact, these fair price shops are not confined to urban areas only, but they have been started in the rural areas also. But it is true that more intensive attention is given to the industrial areas because the draw may be less from the rural areas and in fact that will indirectly help the rural areas too.

Shri D. J. Naik: Dehra Dun Basmati rice is being given to the rural areas where it is not being consumed, and that rice goes to the blackmarket. I would like to know whether Dehra Dun rice would be allotted to the urban areas or to the rural areas, and why it is being allotted to the rural areas.

Shri A. M. Thomas: So far as Dehra Dun rice is concerned, only a small quantity of it is being procured by the State Governments. There have been representations from Members of Parliament also to the effect that Dehra Dun rice may not be procured. What we generally require is the common variety of rice. Of course superior variety of rice is also being procured, but there has not been any complaint as far as the point raised by the hon. Member is concerned.

Shri Tyagi: Dehra Dun rice is much too superior.

Some Hon. Members *rose*—

Mr. Speaker: In fact, this is the discussion that we are having today also. So, why should so many Members be anxious to put questions?

Shri P. R. Chakravorti: Considering the fact that Bengal and Bihar are the prominent rice-consuming areas, how can the Hon. Minister justify 747 fair price shops only in Bihar and 499 fair price shops only in Bengal? Here, an assurance was given to me by the hon. Minister that at least 5,000 fair price shops would be opened in Bengal.

Shri A. M. Thomas: As far as West Bengal is concerned, there is no question of any inadequacy of the number of fair price shops; I do not think that their number is small; in fact, there are as many as 11,000 odd fair price shops functioning there.

As far as Bihar is concerned, we have left it to the State Government to open as many fair price shops as possible, and we have assured them that adequate supplies of wheat will be made to Bihar. As far as Bihar is concerned, there is one redeeming feature namely that they can either switch on to wheat or switch on to rice as the case may be.

Some Hon. Members *rose*—

Mr. Speaker: I would not allow opportunities to those Members who have spoken on this discussion yesterday, to put questions today. I am going to allow opportunities only to others.

Shri Shivananjappa: From the statement it appears that there are no fair price shops both in Mysore and in U.P. May I know the reasons for the same?

Shri A. M. Thomas: The prices in Mysore are lower than what prevailed last year. So, why should we have fair price shops there?

श्री स. जू पाण्डेय : अभी मंत्री जी ने बताया है कि इस बात की सूचना नहीं है कि देश में कितना चावल है, और इसके आंकड़े मालूम नहीं हैं कि उसकी क्या कीमत है । मैं यह जानना चाहता हूं कि क्या सरकार ने इस बात का पता लगाने की कोशिश की है कि कितना चावल देश में उत्पन्न हुआ है और कितना बाजार में आया ?

Shri A. M. Thomas: If my hon. friend has carefull followed the answer, he would have been able to find that it is not possible to find the stocks in the country with the traders, both small traders as well as the large or big traders and also with the producers. But we know the stocks with the wholesale traders who have been licensed; under the terms of the licence, they are also enjoined to submit returns to us as to the stocks etc. That is why I have stated in the main answer that it is not possible to indicate the entire stock position, but as far as the wholesale dealers' stocks are concerned, we have got the figures.

Shri Firodia: Is it a fact that in the fair price shops, rice is sold only to those people who buy certain quantities of wheat along with rice?

Shri A. M. Thomas: Yes. In West Bengal, for example, we have said that one kg. of rice and 2 kg. of wheat would be sold together.

Shri Bhagwat Jha Azad: May I know why in spite of the repeated statements about the adequacy of shops and also the rice stocks, rice is not available even in these fair price shops in the country? May I know whether Government have examined the position?

Shri A. M. Thomas: I think that in the statements made here, as far as wheat is concerned, we have said that we have got enough stocks to supply any quantity.

Shri Bhagwat Jha Azad: I am asking about rice and not about wheat.

Shri A. M. Thomas: As far as rice is concerned, I had made it clear even in the course of my speech yesterday that as against a shortage of so much, the stock with us was such and such a quantity. We supply rice to the various State Governments, according to the rice stock position with us, and according to the assessment of the particular situation.

Delhi Telephone Services.

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*333. **Shri Bhagwat Jha Azad:**
Shri Bishanchander Seth:
Shri B. P. Yadava:
Shri D. N. Tiwary:

Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether it is a fact that Government propose to bring the three outlying townships of Bahadurgarh, Narela and Ballabhgarh under Delhi Telephone scheme; and

(b) if so, the extent to which this scheme will prove helpful to these towns and when it will take effect?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Yes. The existing exchanges were transferred to the control of the General Manager, Delhi in October, 1963.

(b) The transfer of control of these exchanges will enable better coordination in improving the telephone service as well as execution of future plans for provision of automatic exchanges with facilities for direct dialling between the subscribers in Delhi and these outlying areas.

Shri Bhagwat Jha Azad: As a result of the extension of these facilities, how far will the pressure for having new lines, regarding which a large number is still on the waiting list, be relieved?

Shri B. C. Bhagavati: We are proposing to have 200-line automatic exchanges for these satellite towns. When we instal these exchanges, I think it will give much relief.

Shri Bhagwat Jha Azad: Against the 200 lines going to be given, what is the number on the waiting list for connections? Is it in terms of thousands?

Shri B. C. Bhagavati: At present, the number on the waiting list in Narela is 51, in Bahadurgarh 92 and in Ballabhgarh 55.

Shri D. N. Tiwary: Have the figures just mentioned by the hon. Minister been sanctioned or so many applications have been received?

Shri B. C. Bhagavati: So many applications have been received; they are on the waiting list.

Shri D. N. Tiwary: For connection; not the total applications received?

Shri B. C. Bhagavati: Total applications in the waiting list.

Shri D. C. Sharma: In what way has the transfer of the control of these three townships to the Delhi Telephone Exchange added to the efficiency of the service in Delhi which is already low?

Shri B. C. Bhagavati: Under the Master Plan for Delhi, it is envisaged that these areas will be developed on a large scale. Keeping that in view, we have also to plan for tele-communication development in these areas. I am sure the steps now contemplated will bring about much improvement in future. For the time being, it has been found to be very advantageous for the administration.

Agricultural Production

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*334. **Shri P. C. Borooah:**
Shri Shree Narayan Das:
Shri P. R. Chakraverti:
Shri Ragunath Singh:
Shri Eswara Reddy:
Shri A. K. Gopalan:
Shri Maheswar Naik:
Shrimati Savitri Nigam:
Shri P. Venkatasubbaiah:
Shri Indrajit Gupta:
Shri Bade:
Shri Hem Raj:
Shri Jashvant Mehta:
Shri G. Mohanty:
Shri Subodh Hansda:
Shri D. C. Sharma:
Shri S. N. Chaturvedi:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the final figures for agricultural prduction for 1962-63 are now available;

(b) if so, the figures for important crops; and

(c) how they compare with the figures for the previous year?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) and (c). The figures of production for important crops are:

	1962-63	1961-62
Foodgrains (million tons)	77·5	79·8
Oilseeds (million tons)	6·8	6·8
Sugarcane (million tons in terms of Gur)	9·2	10·0
Jute (million bales)	5·4	6·3
Cotton (million bales)	5·3	4·5

Shri P. C. Borooah: Have States been asked to submit special programmes for boosting up their production during the rest of the Plan period? If so, has Assam reacted to

the suggestion? If so, what is the amount they want for implementation of their proposals?

Dr. Ram Subhag Singh: Yes, all the States have submitted their Plans. Assam is also among them. Apart from special schemes for jute, Assam is covered by the Plan allocation, because for jute we have provided additional allocation.

Shri P. C. Borooah: May I know whether the attention of Government has been drawn to the recent statement of the FAO authorities to the effect that if properly exploited, the lower basin of Ganges and Brahmaputra, comprising Assam, Bengal and Bihar, will be able to raise the crop to four times the present figure; if so, what is Government's reaction to it; if favourable, what steps Government have taken to implement it?

Dr. Ram Subhag Singh: The Gangetic plain can give a much larger yield, and that is why we are now going to concentrate on special programmes for jute, vegetables and other things also.

Shri P. Venkatasubbaiah: May I know whether the agricultural production given by the Minister is commensurate with the additional area that has been brought under irrigation; if not, what is the reason?

Dr. Ram Subhag Singh: The area that has been brought under irrigation alone does not account for the entire agricultural production. Eighty per cent of Indian acreage is under dry farming, and that largely influences the production figures.

Shrimati Savitri Nigam: May I know if cotton production has gone down, and what special steps have been taken to give an impetus to it so that its production may be up to the mark in the coming year?

Dr. Ram Subhag Singh: It is not correct. Cotton production increased in 1962-63 as compared to 1961-62, and this year it is much better.

Shri P. R. Chakraverti: May I know whether Government's attention has been drawn to the remarks made by the Programme Adviser to the Planning Commission that the yield per acre in the beginning of the century was double in some parts of India, especially Madras, because of the traditional manures being used; if so, whether Government is giving more attention to that fact?

Dr. Ram Subhag Singh: It is true that yield in Madras State was better at that time, but now the yield in Madras State has gone still higher.

Shri Jashwant Mehta: Which are the States which are showing improvement in agricultural production, and what steps Government have taken after the last debate to increase agricultural production in those States?

Dr. Ram Subhag Singh: Last year, rice production fell by about 2.7 million tons, and we have therefore planned to give special attention to paddy cultivation, and most of the States that produce paddy are included in that programme. For wheat and millets also, we have included about 70 districts in that programme.

Shri Ranga: In view of the considerable damage that is caused—ordinarily 20 per cent, but rising up to 50 per cent sometimes——by the pests which affect the various crops like wheat; rice and cereals, do Government propose to give special priority for research as well as field-scale work for fighting these pests?

Dr. Ram Subhag Singh: For fighting the pests in paddy area we have given this time 25 per cent more subsidy, that is, we have increased it from 25 to 50% wherever paddy was having an epidemic type of disease. In regard to cotton, chilly, tobacco etc., wherever concentrated action is needed, we are going to give subsidy to the tune of two-thirds of the entire expenditure. If it is in the nature of

a bigger type of disease, we can bear the entire expenditure, and our aerial unit can also go there if such help is sought by the States. So far as research in this field is concerned, we shall concentrate more and more on it and see that more pesticides are manufactured and the prices are also reduced.

Shri Indrajit Gupta: In view of the fact that not only rice production but wheat production also has fallen in 1962-63, has Government tried to ascertain why the yield per acre has continued to be stagnant despite huge amounts spent for intensive cultivation?

Dr. Ram Subhag Singh: It is true that as compared to 1961-62, production of wheat was a little less in 1962-63. As the hon. Member knows barring certain areas, particularly in Punjab and Western U.P. wheat is entirely a dry crop.

Shri Kapur Singh: I want to know whether at this stage Government are prepared to examine as to how far persistent low agricultural production in the country is ascribable to the new fangled land policies that we are pursuing?

Dr. Ram Subhag Singh: We are constantly examining any genuine difficulties that are brought to our notice.

Shri Kapur Singh: He is talking about difficulties I said something else.

Mr. Speaker: He asked whether they are attributable to land reform policies. They will examine it.

श्री ब्र० प्र० शर्मा : मानीय मंत्री ने अभी यह कहा कि गेंजेटिक वैली पैदावार की दृष्टि से बहुत ज्यादा उपयोगी है तो मैं जानना चाहता हूं कि बिहार का गंगा के किनारे का वह हिस्सा जहां सिंचाई का कोई प्रबन्ध नहीं है, वहां के लिये सरकार का क्या कोई इरादा है कि नल कूप आदि जल्द से जल्द लगाने की व्यवस्था करे जिससे कि वहां की पैदावार बढ़े ?

डा० राम सुभग सिंह : गंगा की घाटी में और खास कर बिहार का वह हिस्सा जहां से माननीय सदस्य आते हैं, बक्सर से कांहलवर तक करीब १५० नलकूप १९५५ के बाद लगाये गये हैं । उन के अलावा कुछ और भी नलकूप हाल में लगाये जा रहे हैं । उन के क्षेत्र में भी ७–८ नलकूप लगाये गये हैं । सिंचाई की व्यवस्था करने का काम जारी है और इस तरीके से धीरे धीरे हर जगह पर, गंगा के दोनों ओर, गेंजेटिक वैली के माने हैं नदी तथा उसकी शाखा नदियों के दोनों कूलों की जमीनें, जाहिर है कि यह काम धीरे धीरे उन में बढ़ेगा ।

श्री क० ना० तिवारी : एग्रीकल्चरल प्रोडक्शन की फीगर्स लेने का कौन सा तरीका है और इस में ग्राम पंचायत क्या पार्ट अदा करती है ?

डा० राम सुभग सिंह : इस के आंकड़े संग्रह करने का अब तक कुछ जगहों पर जो तरीका है वह यह है कि खेत अर्थात् फसल काटी जाती है और उस को पीट कर जो अनाज मिलता है उस से उस के वजन को रिपोर्ट करते हैं लेकिन यह तरीका मैं ऐसा नहीं मानता कि बिल्कुल शतप्रतिशत सही है और हम उस में सुधार करने का यत्न करेंगे ।

Dr. Sarojini Mahishi: Is there any improvement in the productivity of the soil for commercial crops as compared to that of the previous year?

Dr. Ram Subhag Singh: Yes, Sir there is marked improvement particularly in regard to cotton production in irrigated areas of Punjab and virtually every year the per acre yield is going up.

Shri Tyagi: May I know which of the Ministries is primarily responsible for the achievement of plan targets in agricultural production and how these figures which the hon. Minister has quoted compare with plan targets?

Dr. Ram Subhag Singh: In regard to agricultural production Food and Agriculture Ministry is responsible. The plan target is 100 million tons and what I have stated is about 80 million tons.

Shri Tyagi: I want commoditywise details.

Mr. Speaker: What is contained in other publications, I would not allow them to be read here.

Shrimati Renuka Ray: Has the Government any plan for apportioning the production of various kinds of agricultural commodities according to the soil and climatic conditions; or, keeping in view the overall shortage of foodgrains, do they feel that each region and each area should be made self-sufficient in foodgrains alone?

Dr. Ram Subhag Singh: As I said in the beginning, taking for instance, paddy production, we shall have to concentrate in regard to the stepping up of the production of paddy only in that type of land where paddy can be profitable grown; so is the case with wheat and other products. We will specialise more and more in that field.

Shrimati Renuka Ray: What about cotton?

Mr. Speaker: Order, order. Next question.

Agricultural Commodities Advisory Committee

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*335. **Shri Yashpal Singh:**
Dr. L. M. Singhvi:
Shri Daji:
Shri S. M. Banerjee:
Shri P. Venkatasubbaiah:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether a decision to set up an Agricultural Commodities Advisory Committee has since been arrived at; and

(b) if so, the natuer thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). No decision has been arrived at on the question of setting up an Agricultural Commodities Advisory Committee.

श्री यशपाल सिंह : इस कमेटी को कब तक कायम करने का ख्याल है ।

डा० राम सुभग सिंह : एक बार पहले इस पर विचार किया गया था । दो बार यह मैटर कैबिनेट में गया और चूंकि कुछ कारणों से वहां इस पर तसफिया न हो सका, इसलिये इस वक्त फिर इस पर विचार किया जा रहा है और इस को जल्दी कायम किया जायेगा ।

श्री यशपाल सिंह : किसानों से जो आधे दामों पर गल्ला खरीद कर फिर दुगने दामों पर बेचा जाता है, क्या इस पर विचार करने के लिये भी इस कमेटी में कोई प्राविजन रखा गया है ? क्या सरकार के ख्याल में यह कमेटी इस को भी देखभाल करेगी ?

अध्यक्ष महोदय : पहले कमेटी तो बनने दीजिये ।

डा० राम सुभग सिंह : जब यह कमेटी बनेगी, तभी इस के बारे में सही उत्तर मैं दे सकूंगा । अभी यह समिति नहीं बनी है ।

Shri P. Venkatasubbaiah: May I know whether the Government think it desirable to set up this Committee as early as possible so as to ensure a minimum price for agricultural produce in the country?

Dr. Ram Subhag Singh: Yes, Sir. We shall expedite it.

Import of Steel for Railways

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*336. **Shri Umanath:**
Shri S. M. Banerjee:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that M/s Mohindra & Mohindra Ltd., Calcutta

has been allowed to import a certain type of steel for Railways;

(b) if so, the reasons for not getting the steel through State Trading Corporation; and

(c) the total value of imported steel through the above firm in 1962-63?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Against clearances issued by the Iron & Steel controller, Calcutta for the Railway Board's import of certain of their steel requirements, tenders were issued inviting competitive offers, as a result of which some orders have been secured by M|s Mohindra & Mohindra Ltd., Calcutta.

(b) Iron & Steel requirements are generally imported by the Iron & Steel Controller. Only to some extent, imports are arranged by the S.T.C. to facilitate their barter deals. The Railway requirements are also imported by the Iron & Steel Controller or through the Railway Board under the clearances given by the Iron & Steel Controller.

(c) About Rs. 1 Crore.

Shri Umanath: Generally, the import of special alloys is dealt with at the Government level. May I know why this deviation is resorted to in favour of private importers?

Shri S. V. Ramaswamy: This does not refer to alloys at all. This deals with other types of steel, that is to say, rounds, billets plates, sheets, etc.

Shri Nambiar: Is there any special reason or peculiarity for allowing Messrs Mohindra & Mohindra, Ltd., Calcutta, to import steel for the railways? What is the reason?

Shri S. V. Ramaswamy: There is no special allotment.

Mr. Speaker: Tenders were invited.

Shri S. V. Ramaswamy: Global tenders were invited; and in the four cases that the hon. Member refers to, there were no less than 15 to 20 other competitors, and we accepted the lowest rate, and theirs was the lowest acceptable tender.

Mr. Speaker: Shrimati Savitri Nigam.

An hon. Member: May I know . . .

Mr. Speaker: For those who try to catch me by the ear I would not allow my eye to be caught.

Shri Raghunath Singh: Your ears are covered. (*Interruption*).

Mr. Speaker: The gents should not have any objection. When a lady stands up she would more easily catch my eye!

Shri Tyagi: That is everybody's weakness.

Shrimati Savitri Nigam: May I know how far this is correct, namely, the allocation of steel made to the Railway Ministry has not been spent or consumed last year and this year also?

Shri S. V. Ramaswamy: It is the other way about. There was a shortfall in the supply; not that we have not spent what has been given to us.

रोमन लिपि में तार

*३३७. { श्री प्रकाशवीर शास्त्री :
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श्री यशपाल सिंह :

क्या डाक और तार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पंजाब के कुछ भागों में प्रादेशिक भाषाओं के तार रोमन लिपि में भेजे जाते हैं ;

(ख) यह व्यवस्था कब से और क्यों की गई है; और

(ग) क्या यह विशेष निर्णय केवल पंजाब के बारे में ही किया गया है अथवा सारे देश के लिये एक समान नीति है ?

डाक और तार विभाग में उपमंत्री (श्री भगवती): (क) तथा (ख). तार सेवा के प्रारम्भ से ही रोमन पलपि में लिखे भारतीय या विदेशी भाषा के देशीय तारों को समूचे भारत के तारघरों में स्वीकार किया जाता है । १९४९ से, जब कि देवनागरी सेवा प्रारम्भ हुई थी, देवनागरी लिपि में लिखे भारतीय भाषाओं के तार भी विशेष तारघरों में स्वीकार किये जाते हैं ।

(ग) प्रश्न ही नहीं उठता ।

[(a) and (b). Indian or foreign language inland telegrams written in Roman script are accepted in Telegraph Offices all over India, since the inception of the service. Indian Language Telegrams written in Devnagari script also are accepted in specified offices since the introduction of Devnagari Service in 1949.

(c) Does not arise.]

श्री प्रकाशवीर शास्त्री : श्रीमन्, क्या मैं जान सकता हूं कि जब से डाक तथा तार विभाग ने भारतीय भाषाओं में तार देने की व्यवस्था चालू की है, तब से भारतीय भाषाओं में तार देने का प्रतिशत कितना बढ़ा है ?

Shri Bhagavati: About 2,25,417 telegrams were booked in Devnagari script all over the country. Regarding the percentage of the total number, I do not have that figure with me.

अध्यक्ष महोदय : माननीय सदस्य ने पूछा है कि परसेंटेज में कितना इन्क्रीज हुआ है । वह माननीय मंत्री के पास नहीं है ।

श्री प्रकाशवीर शास्त्री : क्या माननीय मंत्री यह बता सकेंगे कि देवनागरी लिपि के अतिरिक्त और भारतीय भाषाओं में, जैसे पंजाबी, सिंधी, तामिल, तेलुगु, आदि में, तार देने का प्रतिशत कितना बढ़ा है ?

Shri Bhagavati: At present, we do not keep separate statistics for telegrams in other Indian languages sent in Roman script. We have statistics only for telegrams sent in Devnagari script and I have given the figure for Devnagari script.

श्री यशपाल सिंह: क्या मैं जान सकता हूं कि जब कि सारी दिल्ली में एक शख्स भी ऐसा नहीं है, जो कि रोमन लिपि के मीडियम से कुछ सीखता हो,तो यहां पर रोमन लिपि की क्या जरूरत है ?

श्री भगवती : दिल्ली से भी रोमन में तार भेजे जाते हैं ।

Mr. Speaker: I would request hon. Members that they should stand in their places. I am keeping a watch and they need not speak out before I have identified any one Member.

Shri Kapur Singh: When we speak out, we do so impelled by our individual concern over some particular topic, to arrest your attention from wandering away into less interested directions.

Mr. Speaker: It creates confusion sometimes. If I get voices from 15 to 20 Members, then also I have to select one out of them. It does not mean that I must call the one that shouts loudest. Shri Kapur Singh.

Shri Kapur Singh: I would like to be assured, if the hon. Minister can, that the introduction of this innovation into the Punjabi region of the Punjab has nothing whatever to do with any antipathy of the Government towards the ancient and scientific script of Gurmukhi and whether the Government propose to introduce Gurmukhi script at all level, so far as the Punjabi region of the Punjab is concerned, including these telegrams?

Mr. Speaker: We are here concerned only with telegrams.

Shri Bhagavati: We have been sending telegrams in Roman script.....

Mr. Speaker: He wants an assurance that it is not due to any antipathy towards Gurmukhi script that the Punjabi telegrams are accepted in Roman script.

Shri Bhagavati: There is no antipathy.

Shri Kapur Singh: Antipathy towards the ancient and scientific Gurmukhi script.

Mr. Speaker: He cannot say that.

Shri D. C. Sharma: Why is it that telegrams in Devnagari script are received only in specified places and not in all the places?

Shri Bhagavati: This service has been extended to 2000 telegraph offices throughout the country out of 12000 telegraph offices.

Mr. Speaker: Is it being extended?

Shri D. C. Sharma: I also want to know how long it will take before it is extended to the other places?

Mr. Speaker: Order, order. No second supplementary can be allowed.

Shri Bhagavati: It will take some time. We have made all efforts to extend the service to all the telegraph offices, but we have to give training to the telegraph office officials and that will take some time.

Shri S. Kandappan: May I know whether the Government has considered the question of introducing a telegraphic code for Tamil in Tamilnad? In this connection, I would like to draw the attention of the Government to the fact that an effective code was found by a P. & T. employee some years back and it was demonstrated before the former P. & T. Minister late Dr. Subbrayan.

Mr. Speaker: What is the information that he requires?

Shri S. Kandappan: The Minister then said that he would consider the question of introducing a Tamil code in Tamilnad.

Mr. Speaker: He only wanted to draw the attention of the Government.

Shri S. Kandappan: I want to know whether they have considered it or not. The former Minister promised to do that.

Shri Bhagavati: At present we only send telegrams in Roman and Devnagari script. Telegrams in all the regional languages are also booked, if field in Roman script or Devnagari script where that facility is available.

Shri S. Kandappan: I want to know whether it is under consideration to introduce a Tamil code also?

Shri Bhagavati: I am not able to say that now.

Japanese Method of Paddy Cultivation

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*338 **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Japanese method of cultivation, both of paddy and wheat has made any effect on the Indian farmers in view of high cost of cultivation;

(b) whether the average Indian farmers have the capacity to bear the cost of cultivation as worked out by the Japanese team;

(c) if not, whether Government would like to modify it to suit the Indian agriculturists; and

(d) whether any subsidy or help has been given to cultivators so far?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) The Japanese method of paddy cultivation was introduced in India in 1953-54. This method is becoming popular with the Indian farmers, judged from the progressive increase in the area which stood at 9.2 million acres at the end of 1961-62 as against 4 lac acres in 1953-54. The high cost of cultivation by this method is more than compensated by the higher yields.

The Japanese method of wheat cultivation has not been introduced in India so far.

(b) Four demonstration farms have been established at Arrah in Distt. Shahabad (Bihar), Chikuli in Distt. Sambalpur (Orissa), Ranaghat in Distt. Nadia (West Bengal) and Vyara in Distt. Surat (Gujarat) with the assistance of the Japanese Government. These farms have been in existence for a short period only and are still in the experimental stage. The cost of cultivation has not been assessed because these farms are not yet fully developed.

(c) At these Japanese Demonstration Farms, an effort is being made to adapt the Japanese method of paddy cultivation to Indian conditions.

(d) No.

Shri S. C. Samanta: From the statement I find that four demonstration farms have been established with the assistance of the Japanese Government and that the cost of cultivation has not been assessed because the farms are not yet fully developed. May I know the cost of cultivation in the farms which have been organised with the assistance of the Central Government in India?

Dr. Ram Subhag Singh: I require notice for that.

Shri S. C. Samanta: In reply to part (d) of the question the hon. Minister has said that no subsidy or help is given to cultivators. If individual farmers are given assistance as is given to government farms will the hon. Minister let us know the comparison of the cost of cultivation and the profit earned thereby?

Dr. Ram Subhag Singh: No. The reply given to part (d) means that no special subsidy is given for Japanese method of paddy cultivation, but all types of loans or subsidy and other things that are given to different farmers are also available to a farmer who applies this Japanese method of paddy cultivation.

Shri Basappa: May I know, at least in the case of rice, to what extent the cost is more if the Japanese method of cultivation is adopted and whether any subsidy is contemplated in the future?

Dr. Ram Subhag Singh: It comes to Rs. 60 to Rs. 80 in various parts of the country. It is easy to calculate that because additional manure and fertiliser are applied and some irrigation facilities are also needed. That costs Rs. 80 more.

श्री क० ना० तिवारी : क्या सरकार को यह मालूम है कि इजिप्ट में धान और गेहूं की पैदावार जापान से ज्यादा होती है । तो क्या जापानी मैथड की जगह पर इजिप्शन मैथड को सरकार हिन्दुस्तान में लागू करना चाहती है ।

डा० राम सुभग सिंह: जो सारे अच्छे तरीके हैं उन सब का उपयोग किया जायेगा । मगर यहां भारतीय पद्धतियां भी हैं जो कभी कभी हर दूसरी पद्धतियों से ज्यादा कारगर साबित हुई हैं ।

Dr. Sarojini Mahishi: How much of paddy-growing area in India is brought under the Japanese method of cultivation?

Dr. Ram Subhag Singh: 9.2 million acres out of our total acreage of about 83 million.

Shri B. K. Das: May I know whether it is a fact that in some areas on account of the application of too much of fertiliser without any soil examination the soil has deteriorated?

Dr. Ram Subhag Singh: That is not wholly correct. If it is there in some areas, it might be due to more application of a particular fertiliser which that particular soil might not be requiring. If the hon. Member brings it to my notice, I shall have it examined by our scientists.

विमान दुर्घटनाएं

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*३३६. { श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :

क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) विगत-काल में घटित दुर्घटनाओं के कारण भारत के विमान यात्री संघ की कार्यकारिणी समिति ने भविष्य में और अधिक सावधानी बरतने के जो सुझाव दिये थे, क्या सरकार ने उन्हें स्वीकार कर लिया है;

(ख) यदि हां, तो विमान दुर्घटनाओं की रोकथाम के लिये विगत काल में क्या कदम उठाये गये तथा भविष्य में क्या कदम उठाये जायेंगे;

(ग) विगत तीन वर्षों में इंडियन एयर लाइन्स कारपोरेशन द्वारा जो विमान खरीदे गये, उन में से कितने पुराने और कितने नये हैं; और

(घ) क्या दुर्घटनाओं में पुराने तथा नये दोनों प्रकार के विमान दुर्घटनाग्रस्त हुए और यदि हां, तो किस अनुपात में ?

परिवहन मंत्रालय में उपमंत्री (श्री महीउद्दीन): (क) और (ख). सवाल ही नहीं उठता, क्योंकि इस एसोसियेशन से सरकार को कोई पत्र नहीं मिला है। लेकिन इंडियन एयर लाइन्स कारपोरेशन और सरकार हादसात को रोकने के लिये हर मुमकिन एहतियात काम में लाते है ।

(ग) इंडियन एयर लाइन्स कारपोरेशन ने पिछले तीन सालों में दस नये फोकर फ्रैंडशिप और चार पुराने वाईकाउण्ट हवाई जहाज खरीदे हैं ।

(घ) दो वाइकाउण्ट और एक फोकर फ्रैण्डशिप हवाई जहाज हादसों की गिरफ्त में आ गये थे । ये सभी खरीदे गये हवाई जहाज नये थ ।

[(a) and (b). No communication has been received by Government from this Association. But the Indian Airlines Corporation and Government take every possible precaution for prevention of accidents.

(c) Indian Airlines Corporation have purchased ten new Fokker Friendship and four secondhand Viscount aircraft, during the last three years.

(d) Two Viscount and one Fokker Friendship were involved in accidents. They were all purchased new.]

Shri S. C. Samanta: What are the recommendations that were made by the Working Committee of Air Passengers Association of India?

Shri Mohiuddin: As I have already said, we have not received the letter from them. I cannot therefore say what their recommendation is.

Shri S. C. Samanta: What are the duties of this Committee of Air Passengers Association?

Shri Mohiuddin: It is a private association for the cultivation of public opinion regarding the promotion of safety. From time to time, it advises the air services regarding the complaints that the passengers make. It also proposes to establish some branches in other States.

Shri S. N. Chaturvedi: May I know whether these accidents were due to mechanical failures or other reasons?

Shri Mohiuddin: It is rather difficult for me to give all the details. They may be due to pilot error and some other reasons also.

Shri D. C. Sharma: May I know whether in the matter of accidents our country compares favourably with other countries which are flying aircraft and whether we are taking any action to bring down the number of accidents in this country?

Shri Mohiuddin: As far as accidents are concerned, we compare very favourably with other countries.

Mr. Speaker: Are we having a race?

Shri Mohiuddin: It is obvious that continuous effort is being made to improve the method of instruction, training of pilots and other persons, provision of Navigation aid equipment for the aircraft and so on.

Shri Bhagwat Jha Azad: The hon. Minister said that the aircraft involved in these accidents were the new ones. Therefore we want to know whether he can say that these crashes were due to any manufacturing defect or whether there was a human error.

Shri Mohiuddin: No, Sir. I will give you only one example. For example the Viscount had an accident at Colombo out of the three accidents that I have mentioned. That was mainly due to a misunderstanding between the pilot and the co-pilot. There was no mistake.....

Mr. Speaker: It was a human error.

Shri Mohiuddin: It was a pilot's error.

Shri Nath Pai: At the time of the accident of the Alitalia and later on the Al Misr aircraft at Santa Cruz it was stated that the pilots of the aircraft could not follow the instructions which the control tower was issuing because of the strange kind of English and accent in which they were conveyed to them and that that resulted in the pilot misunderstanding what was being said. May I know whether this aspect is being looked into and whether care is being taken to see that the kind of language used is an internationally intelligible language?

Shri Mohiuddin: I am afraid, I have heard this complaint for the first time, namely, that the Alitalia accident was due to the pilot not understanding the language of the air traffic controller.

Shri Nath Pai: I did not say that it was due to that. I said that that was said.

Shri Mohiuddin: The Alitalia accident was gone through by a commission presided over by a retired High Court Judge. I have read through the proceedings and the report of Tribunal. That was not the complaint made there at least. As far as the air control's language is concerned, we have not received any complaint from international airlines about the unintelligibility of the instructions given.

WRITTEN ANSWERS TO QUESTIONS

Tourist Centres

*340. **Shri Raghunath Singh:**
Shri Vishwa Nath Pandey:
Shri Balgovind Verma:

Will the Minister of **Transport** be pleased to state whether it is a fact that all places in the country connected with the life of Mahatama Gandhi are proposed to be developed as tourist centres?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): The Tourist Development Council (an Advisory Body of the Government) at its meeting held at Nainital in October, 1963, recommended that important places connected with the life of Mahatama Gandhi should be developed and publicised as places of tourist interest. The provisions necessary for the implementation of this recommendations are under consideration.

Copper Wire Thefts

*341. **Shri Maheswar Naik:** Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether it is a fact that cases of theft of overhead copper wires of the Posts and Telegraphs Department are continuing;

(b) the latest position in this regard; and

(c) the effective measures being taken to put a stop to such thefts?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Yes.

(b) There is no appreciable improvement in the position.

(c) The problem is essentially one of law and order which concerns the State Governments. The following measures have been taken by the P. & T.:

(i) Close liaison by Circle authorities with State Police authorities to apprehend the culprits.

(ii) Progressive replacement of copper wire by copperweld wire in theft-affected areas.

(iii) Sponsoring an enactment for increased punishment for the offence.

(iv) More extensive use of Electronic instruments for detection of thefts.

Caravelle for I.A.C.

*342. **Shri D. C. Sharma:**
Shri P. Venkatasubbaiah:
Shri Brij Raj Singh-Kotah:
Shri Bishanchander Seth:
Shri B. P. Yadava:
Shri Dhaon:
Shri Morarka:
Shri Ravindra Varma:

Will the Minister of **Transport** be pleased to refer to the reply given to Starred Question No. 310 on the 27th August, 1963 and state:

(a) whether it is proposed to purchase another Caravelle in addition to three already indented with France; and

(b) if so, the main features of the proposal and how the foreign exchange requirement is proposed to be met?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) and (b). Apart from three Caravelle aircraft, which are due for delivery by January, 1964, the Indian Airlines have submitted a proposal to purchase a 4th Caravelle aircraft involving a foreign exchange expenditure of Rs. 204.91 lakhs for delivery in June, 1964. The proposal is under consideration of Government.

Afforestation

*343. **Shri A. K. Gopalan:**
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri H. C. Soy:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the steps so far taken by Government to implement the National Forest Policy have failed to achieve their main aim of bringing one third land area under forests;

(b) if so, the reasons therefor; and

(c) the additional steps Government propose to take to achieve this aim.

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). The aim of bringing one third of the land area of the country under forests could not be achieved so far due to various reasons such as pressure on land etc. It is, however, too early to say that the policy has failed. The target in the Policy is a long term objective and cannot be achieved in one or two decades.

(c) Apart from their normal activities to rehabilitate the denuded and degraded Forests the State Governments have made a provision of Rs. 12.16 crores for raising Forest Plantations over an area of 7,01,000 acres during the Third Five Year Plan period.

With a view to giving a further fillip to this activity and also to meeting the growing demand of wood based industries the Government of India has sponsored a scheme to bring about 1,37,500 acres under quick growing species with plan outlay of Rs. 2.75 crores to be entirely borne by the Central Government as a Centrally sponsored scheme. Under this scheme it is estimated that an area of about 60,000 acres will have been covered by the end of 1963-64.

It is proposed to continue these schemes on an expanded scale in subsequent plans also with an emphasis on extending areas under forests.

Loss of Money from Alipore Post Office

*344. **Shri P. C. Borooah:**
Shri Onkar Lal Berwa:

Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether it is a fact that on the 17th November, 1963 a sum of Rs. 89,000 was found missing from a postal bag in a safe deposit vault belonging to the Alipore Post Office, Calcutta;

(b) whether inquiry has since been conducted into the matter; and

(c) if so, the result thereof?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Yes, Sir. The amount was found missing on the 16th November, 1963 from the bag placed in an iron chest embedded in Alipore Civil Treasury.

(b) Police and departmental enquiries are in progress.

(c) Four postal officials arrested in the first instance, have been released on bail. A sum of Rs. 49,337 was recovered by the police during the course of enquiries. Some police officials have been arrested. Investigation is in progress.

Escape of Mr. Walcott

*345. **Shri Hari Vishnu Kamath:** Will the Minister of **Transport** be pleased to refer to the reply given to Starred Question No. 53 on the 19th November, 1963 and state:

(a) whether the U.S.A. Government have reacted to the action taken by the Government of India for the return of Mr. Walcott and his Piper aircraft; and

(b) if so, the result thereof?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) and (b). The U.S. Embassy have assured us of the full cooperation of the U.S. Authorities especially the Federal Aviation Agency of the U.S.A. in taking action against Mr. Walcott for offences committed by him under Indian laws as well as under U.S. laws.

Development of Tourism

*346. **Dr. L. M. Singhvi:**
Shri Onkar Lal Berwa:
Shri Dhaon:
Shri Harish Chandra Mathur:
Shri Sarjoo Pandey:
Shri Raghunath Singh:
Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri Hem Raj:
Shri P. R. Chakraverti:
Shri Laskar:
Shri Heda:
Shri A. K. Gopalan:
Shri P. Kunhan:
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Mohan Swarup:

Shri Bibhuti Mishra:
Shri S. B. Patil:
Shri D. C. Sharma:

Will the Minister of **Transport** be pleased to refer to the reply given to Starred question No. 455 on the 3rd September, 1963 and state:

(a) the terms of reference and main recommendations made in the report submitted by the *Ad Hoc* Committee of senior officials on development of tourism; and

(b) the action being taken in regard to each of these recommendations?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-1992/63].

(b) All the recommendations are being examined by the various Departments of the Central and State Governments concerned.

Loans through Co-operatives

*347. **Shri Yashpal Singh:**
Shri Vishram Prasad:
Shri Surendra Pal Singh:
Shri R. G. Dubey:
Shri Bhagwati Jha Azad:
Shri D. N. Tiwary:
Shri P. Venkatasubbaiah:
Shri Mohan Swarup:
Shri Maheswar Naik:
Shri Karni Singhji:
Shri D. J. Naik:

Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether report of the Committee appointed to go into difficulties that come in the way of implementation of scheme to channelize loans and taqavies through co-operatives has since been considered by Government; and

(b) if so, the decision taken thereon?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes, Sir.

(b) A copy of the letter sent to the State Governments communicating the decisions taken is placed on the table of the Sabha. [*Placed in Library. See* No. LT-1993/63.]

Life Insurance Premia

*348. **Shri Bishanchander Seth:**
Shri Yashpal Singh:
Shri B. P. Yadava:

Will the Minister of **Posts and Telegraphs** be pleased to refer to the reply given to Unstarred Question No. 48 on the 13th August, 1963 regarding collection of life insurance premia through Post Offices and state:

(a) whether the Department of Posts and Telegraphs have decided to introduce this scheme in all Circles; and

(b) if so, when it is likely to be introduced?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). The matter is still under examination.

रेल के डिब्बों का उत्पादन तथा निर्यात

*३४९. **श्री प्रकाशवीर शास्त्री :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत में बने रेल के डिब्बों की मांग विदेशों में बढ़ रही है;

(ख) क्या सरकार विदेशों को ये डिब्बे निर्यात करने की स्थिति में है;

(ग) इन डिब्बों का उत्पादन गत वर्ष की अपेक्षा इस वर्ष कितना बढ़ गया है; और

(घ) तृतीय पंचवर्षीय योजना में इन डिब्बों के उत्पादन का लक्ष्य कितना बढ़ाने का विचार है ?

रेलवे मंत्रालय में उपमंत्री (श्री से० वें० रामस्वामी):(क) अभी तक रेल के सवारी डिब्बों का निर्यात नहीं हुआ है। इसलिये प्रत्यक्ष रूप से यह अनुमान नहीं लगाया जा सकता है कि भारत में तैयार डिब्बों की विदेशों में वस्तुतः कितनी मांग है । बाहरी देश आमतौर पर रेल डिब्बों की खरीद विश्व-व्यापी टेण्डरों के आधार पर करते हैं जिनमें कीमत के अलावा, आस्थगित भुगतान की सुविधा, सहबद्ध कर्ज (Tied Loan) की व्यवस्था आदि भी निर्णायक तथ्य होते हैं । विगत वर्षों में हमने रेल डिब्बों के जो भाव दिये थे, वे अन्य भावों के मुकाबले के थे, और समय समय पर विदेशी आगन्तुकों और अन्य सम्बन्धित लोगों ने भारत में तैयार डिब्बों में काफी दिलचस्पी दिखायी है ।

(ख) यदि निर्दिष्ट आर्डर मिलें तो कुछ डिब्बे निर्यात किये जा सकते हैं ।

(ग) १९६३ से अब तक सवारी डिब्बों का उत्पादन बहुत कुछ उतना ही रहा है जितना १९६२ में था, अर्थात् दोनों वर्षों में प्रतिमास लगभग ९४ डिब्बे तैयार किये गए ।

(घ) दूसरी पंचवर्षीय योजना के अन्त में सवारी डिब्बा कारखाना, पेरम्बूर ने सवारी डिब्बों के ५८० खोल और हिन्दुस्तान एअर क्राफ्ट रेल कोच फैक्टरी, बंगलौर तथा मैसर्स जेंम्स एंड कम्पनी, कलकत्ता ने क्रमशः २५३ और ३०७ सवारी डिब्बे तैयार किये । तीसरी आयोजाना के अन्तिम वर्ष में इन कारखानों में क्रमशः ७००, २०० और ३७० सवारी डिब्बे तैयार करने का लक्ष्य रखा गया है ।

दूरमुद्रक सेवा

*३५०. **श्री म० ला० द्विवेदी** : क्या **डाक और तार** मंत्री यह बताने की कृपा करेंगे कि झांसी से प्रकाशित होने वाले दैनिक समाचार पत्रों तथा वहां के प्रेस ट्रस्ट आफ इंडिया के लिए दूरमुद्रक सेवा की व्यवस्था करने में कितनी प्रगति हुई है ?

डाक और तार मंत्रालय में उपमंत्री (श्री भगवती): आगरा और कानपुर से झांसी के लिये एक दूर मुद्रक परिपथ लगाने की प्रार्थनाऐं प्राप्त हुई हैं । उसके लिए शीघ्र ही उपस्कर प्राप्त होने वाले हैं और उन्हें लगाने का कार्य पूरा होने की आशा है । चालू वित्तीय वर्ष के अन्त तक उक्त परिपथ लग जाने की संभावना है ।

Sugar-Cane Supply to Factories

*351. **Shri Bhagwat Jha Azad:**
Shrimati Savitri Nigam:
Shri Ramachandra Ulaka:
Shri S. M. Banerjee:
Shri Anjanappa:
Shri Mohan Swarup:
Shri M. L. Dwivedi:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have decided to use special powers under D.I.R. to regulate sugarcane supplies in areas reserved for the factories;

(b) whether Government have decided to introduce licensing of units manufacturing Gur and Khandsari; and

(c) if so, its effect on the Gur and Khandsari production?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Government have

assumed powers under D.I.R. to regulate sugarcane supplies in areas reserved for factories and have delegated them to State Governments, who are expected to use the same by due regard to circumstances obtaining in each area.

(b) Yes, Sir, only units operated by commercial operators and not by sugarcane growers individually on their own fields or in their own houses.

(c) It is hoped the step will secure an equitable distribution of sugarcane supplies between producers of sugar, gur and khandsari.

Brahmaputra Basin Food Output

*352. **Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 451 on the **3rd** September, 1963 and state:

(a) the progress made in xploring the possibilities of increasing the food production in the lower Ganga-Brahmaputra basin-Bengal, Bihar and Assam on the basis of the study made by the Food and Agriculture Organisation; and

(b) the stage at which the matter stands at present?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). The Food and Agriculture Organisation Report estimates that the production of the Ganges-Brahmaputra Basin can be increased four-fold in the course of forty years. The potentialities of this region for increased production are well-known and are being explored and exploited under different development programmes which are similar to those mentioned in the Report. The report is only on estimate of potentialities of this region. To realise that potential, detailed studies would have to be made to determine the projects and programmes that could be undertaken. This is a continuing process. In the first ten years of planning, the total agricultural production of our country, taken as a whole, increased by about 40 per cent and this rate of increase itself suggests that in a period of forty years our production can be increased to about 385 per cent of the production at the beginning of such a long period. And this for the entire country which contains many other areas. On the basis of actual achievement itself, therefore, the Government of India would agree that the production of this region can be increased four-fold over a period of forty years.

Landing and Parking charges for Aircraft

*353. **Shri Yashpal Singh:**
Shri R. G. Dubey:
Shri Mohan Swarup:
Shri Oza:
Shri Basumatari:
Shri Sidheshwar Prasad:

Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that Government have raised the landing housing and parking charges of aircraft using Indian airports;

(b) if so, the present enhanced rates and the rates which were previously being charged; and

(c) reasons for increasing the charges and the revenue expected from this increase?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) Yes, Sir.

(b) I lay a statement giving the requisite information in respect of certain common types of aircraft on the Table of the House. [*Placed in Library. See* No. LT-1994/63].

(c) Landing and housing and other charges were last revised in 1946 and were no longer commensurate with the increased cost of provision of these and other allied facilities to the

aircraft operating to, within or across India.

The increase in revenue is expected to be over Rs. 44 lakhs.

Director, Posts and Telegraphs Circle Orissa

926. Shri Surendranath Dwivedy: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether any enquiry into allegations made against the Director of Posts and Telegraphs, Orissa Circle was made by the Posts and Telegraphs Department;

(b) the nature of allegations and the steps taken after the enquiry; and

(c) whether any of the allegations has basis?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Yes. An enquiry was held in Cuttack by a Deputy Director General from the P. & T. Directorate between the 19th and 25th September, 1963.

(b) The allegations were mainly:—

(i) About the behaviour of the D. P. T. with the representatives of the staff unions;

(ii) the orders issued by the D. P. T. placing certain restrictions on the facility for reimbursement of medical charges with a view to preventing their abuse; and

(iii) misuse of services of office peons for private purposes.

The allegations were found to be grossly exaggerated. However, there were a few minor lapses regarding which the officer is being suitably advised.

(c) As noted above.

Telephone Connections

927. { Shri Karni Singhji: Shri V. B. Deo:

Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) the number of applications pending for telephone connections in the districts of Bikaner, Churu and Ganganagar; and

(b) names of places in the Districts of Bikaner, Churu and Ganganagar (Rajasthan) where the telephone system is going to be introduced, during 1963-64 and 1964-65?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). A statement is laid on the table of the House. [*Placed in Library. See* No. LT-1995/63.]

Visakhapatnam Port

928. Shri P. C. Deo Bhanj: Will the Minister of **Transport** be pleased to state:

(a) the amounts that are going to be spent for the development of the Visakhapatnam Port in the Third and the Fourth Plan periods; and

(b) the major developments that are to be made during these periods?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) The total cost of the Third Five-Year Plan programme of the port of Visakhapatnam is estimated at about Rs. 9.44 crores. It is expected that the entire plan programme will be executed during the plan period. The programme for the port in the Fourth Plan is under preparation.

(b) The major development schemes that are being executed during the Third Plan period are:

(1) Additional Four Berth Scheme.

(2) Ore Handling Plant.

(3) Extension of Dry Dock for port Craft.

(4) Two Twin-Screw Shipping Tugs.

(5) One Diesel Dredging Tug.

(6) Seven Electric Cranes of different capacity.

(7) Reconstruction of the road-rail bridge on the north-western arm of the harbour at another site and realignment of the approach roads.

(8) Construction of New Administrative Offices, Dispensary and Quarters.

(9) Extension of Workshop.

(10) Repairs to Breakwater.

Badagara-Mahe Canal, Kerala

929. Shri A. V. Raghavan: Will the Minister of **Transport** be pleased to state:

(a) the progress made in the construction of the Badagara-Mahe Canal in Kerala; and

(b) when the work will be completed?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). The information required has been called for from the State Government and will be laid on the table of the Sabha as soon as it is received.

इंजन की बस से टक्कर

९३०. श्री विश्राम प्रसाद : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सितम्बर, १९६३ के अन्त में किसी समय पंजाब रोडवेज की बस रेलवे फाटक पर शंटिंग करते हुए इंजन से टकरा गई जिससे कई व्यक्ति घायल हो गये ;

(ख) यदि हां, तो कितने व्यक्ति मरे व घायल हुए तथा कितना रुपया उनको मुआवजे के रूप में दिया गया ; और

(ग) इस दुर्घटना का क्या कारण था ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) १२ सितम्बर, १९६३ को सुबह लगभग ६ बजकर ४५ मिनट पर पंजाब रोडवेज की एक बस भटिंडा-रेवाड़ी सेक्शन पर भिवानी और मन्हेरू स्टेशनों के बीच समपार फाटक पर एक रेल इंजन से टकरा गयी । पता चला है किस समपार के पास जो तालाब है उसका स्थानीय नाम देवसर है ।

(ख) इस दुर्घटना में बस के २९ यात्री घायल हो गये, जिनमें से ३ को सख्त चोट आयीं । दुर्घटना में किसी की मृत्यु नहीं हुई । जिन ३ आदमियों को सख्त चोटें आयीं थीं, उनमें से हर एक को २०० रुपये अनुग्रह के रूप में दिये गये ।

(ग) दुर्घटना कुछ रेल कर्मचारियों की गलती से और कुछ बस ड्राइवर की असावधानी और लापरवाही की वजह से हुई ।

Workers of Integral Coach Factory, Madras

931. Shri Rama Chandra Mallick: Will the Minister of **Railways** be pleased to state:

(a) the total number of employees working in Integral Coach Factory (Madras) at present; and

(b) the number of employees among them belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes separately?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) 9,076.

(b) Scheduled Castes .....1102.
Scheduled Tribes..... ...12.
Separate statistics are not maintained for other backward classes for whom there is no reservation.

सहकारी बैंक

९३२. **श्री इ० मधुसूदन राव :** क्या **सामुदायिक विकास तथा सहकार** मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय देश में कितने केन्द्रीय सहकारी बैंक हैं ; और

(ख) आन्ध्र प्रदेश में ऐसे बैंकों की संख्या कितनी है ?

सामुदायिक विकास तथा सहकार मंत्रालय म उपमंत्री (श्री श्यामधर मिश्र) : (क) ३०-६-१९६२ तक देश में ३८७ केन्द्रीय बैंक थे ।

(ख) २५

Special Stamps

933. Shri Surendranath Dwivedy: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether there is any proposal to issue a special stamp in the name of Utkalmani Pandit Gopalmohan Das on his birth in 1964;

(b) whether this was considered in 1963; and

(c) if not, the reasons therefor?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) to (c). The proposal which has been received only on 19-11-1963 by the P. & T. Department is for the issue of a stamp in the name of Utkalmani Pandit Gopabandhu Das and not Utkalmani Pandit Gopalmohan Das. It will be placed before the Philatelic Advisory Committee at its next meeting for consideration.

आलू ढोन के लिए विशेष रेल गाड़ियां

९३४. **श्री सिद्धेश्वर प्रसाद :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने आलू ढोने के लिये कलकत्ते से शिमले तक विशेष रेलगाड़ियों की व्यवस्था की है;

(ख) यदि हां, तो इस व्यवस्था की मुख्य बातें क्या हैं; और

(ग) पटना जिले के बिहार शरीफ क्षेत्र के आलू को बख्तियारपुर-राजगीर लाइन से लाने के लिए किस रूप में विशेष रेलगाड़ियों की व्यवस्था की गई है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी): (क) और (ख). जी नहीं, लेकिन पूरे माल डिब्बों में शिमला से हावड़ा आलू भेजने के लिए २०-११-६३ से एक दैनिक 'क्विक ट्रांसिट सर्विस', शुरू की गई है जो मौसम पर चलेगी । इस व्यवस्था में ८ दिन में शिमला से हावड़ा आलू पहुंचाने का लक्ष्य रखा गया है, जिसमें बुकिंग का दिन शामिल नहीं है । इस योजना के अधीन जितना आलू बुक किया जायेगा, उसके कुल भाड़े पर ३ नये पैसे प्रति रुपये के हिसाब से 'क्विक ट्रांसिट प्रभार' लिया जायेगा, जो कम से कम ३० नये पैसे प्रति परेषण होगा । आलू गन्तव्य स्टेशन पर निर्धारित समय में पहुंच जायेगा । लेकिन यदि कोई माल निर्धारित तारीख पर गन्तव्य स्टेशन पर न पहुंचे तो उस पर लिया हुआ 'क्विक ट्रांसिट प्रभार' वापस कर दिया जायेगा ।

(ग) यातायात इतना नहीं है कि उसके लिये स्पेशल गाड़ियां चलाई जायें । हां, आलू शीघ्र भेजने के लिये पर्याप्त व्यवस्था कर दी गयी है ।

Transport of Iron Ore

935. Shri Rama Chandra Mallick: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway Administration has completed survey operations regarding Railway

line for transport of Iron Ores from Sukinda to Paradeep-Port, under South-Eastern Railway in Orissa;

(b) whether cost structure of the construction of Railway line in that area has been worked out; and

(c) when the actual construction is expected to be started?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). Survey for a railway line from Nayagarh area to Paradeep Port *via* Sukinda has only recently been sanctioned in connection with the proposed export of iron ore through Paradeep Port. The cost of the Project can be worked out only on completion of the survey.

(c) The question of construction of this line will depend on the prospects of export of iron ore through Paradeep Port in sufficient quantities. The proposal, however, has not so far been included in the list of new lines approved for construction during the Third Plan.

Orissa State Milk Scheme

936. Shri Rama Chandra Mallick: Will the Minister of **Food and Agriculture** be pleased to state the total amount of money given by the Centre to the Government of Orissa for Milk Scheme (Dairy-farm) during the last five years?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): The required information has been called for from the Government of Orissa and will be placed on the table of the Sabha when received.

Assistance to Orissa

937. Shri Rama Chandra Mallick: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the financial assistance given by the Centre to the Government of Orissa, for the development of animal husbandry, dairying and fisheries during 1961-62, 1962-63 and 1963-64 so far; and

(b) the amount of money actually spent by the Government of Orissa during the same period?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A statement showing information in regard to the amount of central assistance given to the Government of Orissa for animal husbandry, dairying and fisheries development schemes during 1961-62 and 1962-63 and that allocated for 1963-64, is laid on the Table of the House. [*Placed in Library. See* No. LT-1996/63].

Nagapattinam Port

938. Shri M. G. Thengondar: Will the Minister of **Transport** be pleased to state:

(a) whether there is any proposal to convert the Nagapattinam Port into an all-weather harbour; and

(b) if so, the stage at which the proposed scheme stands at present?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) The Government of India are not aware of any such proposal.

(b) Does not arise.

Cooperative Oil Mills

939. Shri D. S. Patil: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether it is a fact that Government are giving preferential treatment to cooperative oil mills in different groundnut growing districts;

(b) if so, the number of cooperative societies who came forward for starting oil mills and how many of them were accorded sanction by Government;

(c) whether it is a fact that a cooperative society in Maharashtra State has requested to register the coopera-

tive oil mill at village Ner in Yeotmal District; and

(d) if so, the nature of decision taken?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) The general policy of the Government is to encourage setting up of all types of processing units, including oil mills in the cooperative sector.

(b) In most of the State there is no specific legislation governing oil milling industry and permission of State governments for starting cooperative oil mills is not required. During the Second Plan, financial assistance was given by the state governments for setting up 78 oil mills in the cooperative sector. Another 82 cooperative oil mills are expected to be assisted during the Third Plan period. All these Cooperative oil mills programmed in the 2nd and 3rd Plans are units costing less than Rs. 10 lakhs and do not come under the purview of the Industries (Development and Regulation) Act.

(c) and (d). Information is being collected from the Government of Maharashtra and will be placed on the Table of the Sabha.

पशुओं के प्रति निर्दयता निवारण अधिनियम, १९६०

६४०. **श्री कछवाय :**
श्री बूटा सिंह :
श्री बड़ :

क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) पशुओं के प्रति निर्दयता निवारण अधिनियम, १९६० के अन्तर्गत गत दो वर्षों में कितने मामले दर्ज किये गये हैं ;

(ख) उनमें से कितनों को दण्ड मिला है ;

(ग) क्या सरकार का उक्त अधिनियम में कुछ संशोधन करने का विचार है ; और

(घ) यदि हां, तो क्या ?

कृषि तथा खाद्य मंत्रालय में राज्य मंत्री (श्री अ० म० थामस): (क) और (ख). पशुओं के प्रति निदयता निवारण अधिनियम १९६० के तीसरे अध्याय से छटे अध्याय में, उन अपराधों की सजा का उल्लेख है जो इस अधिनियम का अन्तर्गत आते हैं। इस प्रयोजन के लिये अभी तक नियम न बन सकने के कारण पांचवां अध्याय लागू नहीं हो सका है। अधिनियम का चौथा अध्याय १५ जुलाई, १९६३ से लागू किया गया और तीसरे व छटे अध्याय २० नवम्बर, १९६३ से लागू किए गए। इस अधिनियम के अन्तर्गत आने वाले मामलों को इन तारीखों के बाद से ही दर्ज किया जाएगा।

(ग) और (घ) वर्तमान अधिनियम १९६० का है और एक वृहत विधान है। इस समय इसमें कोई संशोधन करने का विचार नहीं है।

Panchayati Raj in Ladakh

941. Dr. L. M. Singhvi: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether it has been decided to itroduce Panchayati Raj institutions in Ladakh;

(b) if so, their organisation and heirarchial pattern;

(c) the scope of activities and functions of the proposed panchayati raj institutions in Ladakh; and

(d) whether the local leaders were consulted in this matter and if so, their reaction?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) to (c). The matter is under consideration of the State Government.

(d) Yes, Sir. Their reaction was favourable.

Fodder Development Schemes

942. Shri Shree Narayan Das: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the extent to which the feed and fodder development scheme, as formulated after taking expert's advice, has been implemented;

(b) the total sum spent by various States so far out of the sum allotted in the Third Five Year Plan for the purpose;

(c) whether any assessment has been made in this regard; and

(d) if so, with what result?

The Minister of Food (Shri A. M. Thomas): (a) to (d). Information is being collected from the State Governments and will be laid on the Table of the Sabha in due course.

Package Programme in U.P.

943. Shri Vishram Prasad: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Government are going to extend the package programme scheme to several districts of Uttar Pradesh during next year;

(b) if so, to how many districts it is being extended and what are the financial implications; and

(c) the number of districts of eastern Uttar Pradesh proposed to be covered by this scheme?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No. It is not proposed to extend the Intensive Agricultural District Programme, which is at present in operation in Aligarh district, to any other district in U.P. during the current Plan period.

(b) Does not arise.

(c) Does not arise.

चीनी

९४४. **श्री विश्राम प्रसाद :**
श्री बी० चं० शर्मा :

क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) इस साल में देश में कितनी चीनी के उत्पादन की सम्भावना है ;

(ख) चीनी मिलें कितने दिन उत्पादन कार्य करेंगी ;

(ग) अधिक चीनी उत्पादन के लिये सरकार चीनी मिलों व किसानों को क्या प्रोत्साहन देने की सोच रही है ; और

(घ) क्या गन्ने का दाम हर मिल में एक-सा रहेगा और यदि हां, तो प्रति मन क्या भाव होगा ?

कृषि तथा खाद्य मंत्रालय में राज्य मंत्री (श्री अ० म० थामस) (क) और (ख). ३३ लाख मीट्रिक टन शर्करा उत्पादन करने का लक्ष्य ध्यान में रखा गया है किन्तु वास्तविक उत्पादन इस वर्ष में फसल की अवधि कारखानों को मिलने वाली गन्ने की सप्लाई पर निर्भर करेगी ।

(ग) दी गयी प्रेरणायें इस प्रकार हैं :—

(१) ९ प्रति शत या इससे कम उपलब्धि पर शर्करा कारखानों द्वारा गन्ने का देय मूल न्यूनतम मूल्य १९६२-६३ में रु० १.५० प्रति मन से बढ़ा कर १९६३-६४ में रु० १.६८ प्रति मन कर दिया गया है । इसका अर्थ गन्ने की मूल कीमत में १८ नये पैसे प्रति मन की बढ़ोतरी है ।

(२) कारखानों द्वारा अन्य स्थानों पर सड़क क्रय केन्द्रों से अपने

ट्रकों पर गन्ना ले जाने के कारण जो पहले अधिकतम ३६ नये पैसे प्रति मन की कटौती अनुमेय थी वह १२ नये पैसे प्रति मन तक सीमित कर दी गयी है । इसका अर्थ उन गन्ना उत्पादकों को जो कारखानों के दरवाजों से ८-२४ मील की दूरी पर हैं, शर्करा कारखानों को गन्ना बेचने मे २४ नये पैसे प्रति मन तक का लाभ होगा ।

(३) ऐसे कारखानों को जिन्हें गन्ने के अधिक मूल्यों, जिसे गुड़ और खंडसारी निर्माता दे सकते थे, के कारण गन्ना प्राप्त करने में कठिनाई होने की सम्भावना थी और जहां ऊपर लिखित फार्मूला के अनुसार गन्ने का न्यूनतम मूल्य दो रुपया प्रति-मन से कम होना चाहिए था, रु० २/ प्रतिमन देने की अनुमति दे दी गयी है.। ऐसे कारखानों की संख्या ७७ है । जिन कारखानों को बढ़ी हुई कीमत देने की अनुमति दी गयी है वे सम्बन्धित राज्य सरकारों की सिफारिशों के आधार पर चुने गए हैं ।

(४) वे शर्करा कारखाने जो जुलाई से अक्तूबर की अवधि में उत्पादन आरम्भ करते है और जो कारखाने आम तौर पर नवम्बर में उत्पादन आरम्भ करते हैं उन्हें अपनी अपनी अवधि के उत्पादन पर जो १९६१-६२ की उसी अवधि से जितना अधिक होगा उस पर मूल उत्पादन शुल्क में ५० प्रतिशत की कटौती देना स्वीकार किया गया है । दिसम्बर, १९६३ से मार्च, १९६४ की अवधि का उत्पादन जो कि १९६१-६२ की उसी अवधि से जितना अधिक होगा उस पर मूल उत्पादन शुल्क में २० प्रतिशत की कटौती दी जायेगी । इसी प्रकार अप्रैल से जून, १९६४ की अवधि का उत्पादन जो कि १९६२ की उसी अवधि से जितना अधिक होगा उस पर ५० प्रतिशत की कटौती दी जाएगी ।

(घ) ३१ अक्तूबर को अधिसूचित गन्ने का न्यूनतम मूल्य रु० ४.५० से रु० ६.२७ प्रति क्विंटल के बीच में है ।

Railway Claims

945. Shri Yashpal Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of claims pending in different zones of the railways;

(b) the total amount of money paid during 1961-62, 1962-63 and 1963-64 upto-date;

(c) whether it is a fact that the amount of claims is increasing day by day; and

(d) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). A statement is laid on the Table of the House. [*Placed in Library, See* No. LT-1997/1963].

(c) There is a gradual increase.

(d) The main reasons are increase in traffic, assumption of carriers' liability and increase in price levels.

Air Accidents

946. { **Shri Yashpal Singh:** / **Shri D. N. Tiwary:**

Will the Minister of **Transport** be pleased to state:

(a) the number of air-accidents of different Air-Corporations of Government during the year 1961-62 and 1962-63;

(b) whether Courts of Inquiry were constituted in all cases and their findings;

(c) the total amount of estimated loss incurred in these accidents; and

(d) the precautionary measures taken to avoid such accidents in future?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a)

	1961-62	1962-63
Air-India	—	—
Indian Airlines Corpn.	2	4

(b) Courts of Inquiry were not appointed by Government in any of these cases.

(c) The total loss on account of damage to aircraft involved in these accidents amounts to Rs. 7.58 lakhs approximately.

(d) All aircraft accidents and other potentially dangerous incidents are investigated and action is taken to remove any weaknesses that may be revealed by the investigation.

Airways System

947. **Shri P. C. Borooah:** Will the Minister of **Transport** be pleased to refer to the reply given to Starred Question No. 179 on the 20th August, 1963 and state:

(a) whether the equipment for airways system for which orders have already been placed with U.S.A. has since been received;

(b) on which of the routes it would be possible to introduce the airways system with the equipment already received and the facilities already available; and

(c) the extent of equipment still to be (i) ordered; and (ii) procured?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) A portion of equipment comprising of VHF extended range equipment and some VORs have been received.

(b) It is proposed to introduce airways system, in the intitial stages, on the following routes, without the Air Route Surveillance Radar:—

1. Delhi-Bhatinda-Lahore.

2. Delhi-Calcutta.

(c) Indents have been placed for equipment costing about Rs. Rs. 40 lakhs.

North East Frontier Railway

948. **Shri P. C. Borooah:** Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2066 on the 17th September, 1963 and state the improvement since achieved in the movement of wagons, particularly those containing foodstuffs, on the North East-Frontier Railway?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Since August 1963, there has been a steady improvement both in regard to despatches of loaded wagons, including foodgrains, to Northeast Frontier Railway, as well as in regard to loading on Northeast Frontier Railway itself, as can be seen from the following figures:—

	Loaded receipts	Originating loading
August 1963	428	927
September 1963	427	1051
October 1963	434	1067

The position in regard to loading of foodgrains on Northeast Frontier Railway is also satisfactory and against a current doily overall loading of 1014 wagons, outstanding registrations for foodgrains were only 60 wagons. In this regard there has been a steady improvement, as can be seen from the following figures:—

Outstandings for foodgrains on Northeast Frontier Railway as on the last day of the month/period.

As on 31st August, 1963	....	138
As on 30th September, 1963		142
As on 31st October, 1963	....	103
As on 10th November, 1963	....	60

The all-round improvement in the wagon position on the Northeast Frontier Railway is further reflected in the following figures of wagon turn-round, an index, which also automatically takes into account the utilisation of wagons for the transport of foodstuffs:—

August 1963	..	11·3 days
September 1963		10.9 days
October 1963	..	10·4 days

कलकत्ता पत्तन

६४६. **श्री प्रकाशवीर शास्त्री** : क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कलकत्ता पत्तन पर नेपाल को कुछ सुविधायें दी गई हैं ;

(ख) यदि हां, तो क्या इस सम्बन्ध में कुछ शर्तें भी निर्धारित कर दी गई हैं ; और

(ग) नेपाल किस तारीख से इन सुविधाओं का लाभ उठा सकेगा ?

परिवहन मंत्रालय में नौवहन मंत्री (श्री राज बहादुर) : (क) और (ग) . जी, हां । नैपाल सरकार द्वारा आयातित अथवा निर्यातित माल के लिये कलकत्ता पत्तन कमिश्नरों ने १ नवम्बर, १९६० से कलकत्ता पत्तन में माल रखने के लिये विशेष जगह दी है । इसके अलावा नैपाल स्थित विदेशी मिशनों के लिये या नैपाल सरकार के हिसाब पर बाहर से नैपाल में लाये जाने वाले माल पर १६–१–६१ से कोई किराया नहीं लिया जाता है ।

इस पत्तन पर नैपाल के माल को कुछ सीमा शुल्क की सुविधायें भी दी गयी हैं । इन सुविधाओं का स्वरूप तथा सीमा नीचे दी गयी हैं :—

(१) सीमा शुल्क अधिनियम, १९६२ की धारा ५४ के अन्तर्गत आकाश मार्ग द्वारा जाने वाले माल के लिए १७–८–१९६३ से यानान्तरण सुविधाएं दी गयी हैं ;

(२) भारत होते हुए नैपाल जाने वाले यात्रियों के निजी माल के लिए ३–८–६३ से सीमा शुल्क की क्रियाविधियों में ढील दी गयी हैं ;

(३) १०–६–१९६३ से पर्वतारोहण अभियानों के माल पर डबल गारंटी स्वीकार करने की क्रियाविधि को पुनर्निर्यात बांड समाप्त करके सरल कर दिया गया है ;

(४) ३१–७–६२ से कोलम्बो योजना के अन्तर्गत प्रशिक्षण समाप्त करके लौटने वाले नैपाली विद्यार्थियों को अपना माल बिना सामान्य पारवहन बांड दिये ले जाने की सुविधायें दी गयी हैं ।

(ख) उपरोक्त रियायतें बिना किसी शर्त के दी गयी हैं ।

तिल के तेल का मूल्य

६५०. **श्री ओंकार लाल बेरवा**
श्री चतर सिंह :

क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हमारे देश में तिल के तेल का मूल्य और देशों से कहीं अधिक है;

(ख) यदि हां, तो देश में तिल की उपज बढ़ाने के लिए सरकार क्या प्रयत्न र रही है; और

(ग) इस वक्त देश में किस जगह तिल सब से ज्यादा पैदा होता है ?

कृषि तथा खाद्य मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) निश्चित रूप से यह बताना सम्भव नहीं है कि हमारे देश में तिल के तेल का मूल्य दूसरे देशों से कहीं अधिक है क्योंकि तिल के तेल के नियमित अन्तर्राष्ट्रीय भाव उपलब्ध नहीं हैं ।

(ख) तिलहन जिस में तिल भी शामिल है, के उत्पादन को बढ़ाने के लिए दोनों विस्तृत और सघन कृषि साधनों द्वारा प्रयत्न किये जा रहे हैं । इस प्रयोजन के लिए केन्द्रीय सरकार राज्य सरकारों को उपयुक्त सहायता। ऋण दे रही है ताकि उर्वरकों, सुधरे हुए बीजों, पौद संरक्षण उपायों और सुधरे हुए औजारों के प्रयोग को बढ़ाया जा सके ।

(ग) तिल उत्तर प्रदेश, राजस्थान, आन्ध्र प्रदेश, मध्य प्रदेश, मद्रास और महाराष्ट्र में काफी मात्रा में पैदा होता है ।

1606(Ai) LSD—3.

आगरा-लखनऊ एक्सप्रेस से जवानों का कटना

६५१ **श्री ओंकार लाल बेरवा :**
श्री गोकरन प्रसाद :
श्री विश्वनाथ पाण्डेय :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १० सितम्बर, १९६३ को फर्रुखाबाद और शमसाबाद के बीच आगरा–लखनऊ एक्सप्रेस से रक्षक दल के दो जवान कट गये थे;

(ख) यदि हां, तो इसका क्या कारण था;

(ग) क्या यह भी सच है कि इंजन में लाइट नहीं थी; और

(घ) यदि हां, तो इस का क्या कारण था ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) और (ख). ८/९ सितम्बर, १९६३ की आधी रात के लगभग प्रान्तीय रक्षा दल के दो सिपाही गश्त लगाते समय शुकरुल्लापुर और फ़र्रुखाबाद स्टेशनों के बीच रेलवे लाइन को पार करने की कोशिश में १४ डाउन आगरा एक्सप्रेस गाड़ी की चपेट में आ गये । इस दुर्घटना में एक सिपाही घटनास्थल पर तत्काल मर गया और दूसरा बाद में अस्पताल में मर गया ।

(ग) जी नहीं ।

(घ) सवाल नहीं उठता ।

ट्रक से रेलवे इंजन की टक्कर

६५२. **श्री ओंकार लाल बेरवा :**
श्री गोकरन प्रसाद :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १२ सितम्बर, १९६३ को कम्पो कोठी के क्रासिंग पर रेलवे इंजन की एक ट्रक से टक्कर होने के कारण कुछ व्यक्ति घायल हो गये और कुछ मर गये;

(ख) यदि हां, तो यह दुर्घटना किस की गलती से हुई; और

(ग) उस के खिलाफ क्या कार्यवाही की गयी ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) से (ग). १०-९-६३ को (न कि १२-९-६३ को) जब काम्पू कोठी पाइलट गाड़ी चन्द्र बदनी नाके के पास समपार से गुज़र रही थी, जिस पर कोई चौकीदार तैनात नहीं है, तो उसका इंजन एक मोटर ट्रक से टकरा गया । टक्कर लगने से मोटर ट्रक उलट गया, उसकी पैट्रोल टंकी फट गयी और उस में आग लग गयी ।

इस दुर्घटना में एक मज़दूर बुरी तरह जल गया और बाद में अस्पताल में मर गया । एक राहगीर और तीन रेल कर्मचारियों को मामूली चोटें आयीं ।

मोटर ट्रक के ड्राइवर को असावधानी और लापरवाही से ट्रक चलाने के लिए ज़िम्मेदार ठहराया गया है और पुलिस उस पर मुकदमा चला रही है ।

National Highways

953. **Shri Maheshwar Naik:**
Shrimati Savitri Nigam:

Will the Minister of **Transport** be pleased to state:

(a) the specific steps taken to develop the National Highways system falling within the State of Orissa to the prescribed standard of the Asian Highway system ever since the inclusion of the former in the latter;

(b) the investment needs for the purpose in respect of the highways stated above;

(c) whether the required resources have been obtained and if so, the nature thereof; and

(d) when the object is likely to be achieved?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (d). Work on the development of roads included in the Asian Highway System has to be done in stages according to the needs of traffic and availability of resources. The minimum standards laid down for the development of roads covered by this System provide for single-lane, fully bridged black-topped roads with 38 feet wide formation width. National Highway Nos. 5 and 6 passing through the Orissa State are included in the Asian Highway System. Both these National Highways in Orissa are existing roads and work on their further improvement is in hand. Road and Bridge works worth Rs. 11.60 crores on National Highway No. 5 in Orissa are included in the programme drawn up for being financed from the $ 60 million Development Credit extended by the International Development Association in June 1961 for certain National Highway Routes in the country. These works are expected to be completed upto the end of 1965-66. The development of National Highway No. 6 is being done under the normal National Highways Plan according to be availability of resources.

झांसी डिवीजन में स्वचालित टेलीफोन

९५४. **श्री म० ला० द्विवेदी:** क्या **डाक तथा तार** मंत्री यह बताने की कृपा करेंगे कि :

(क) डाक तार विभाग के अन्तर्गत झांसी प्रखण्ड के ऐसे नगरों में जहां विद्युत् शक्ति उपलब्ध है, टेलीफोन व्यवस्था को स्वचालित न किये जाने के क्या कारण हैं;

(ख) क्या निकट भविष्य में इन नगरों में टेलीफोन व्यवस्था स्वचालित होने की सम्भावना है; और

(ग) यदि हां, तो कब तक ?

डाक और तार विभाग में उपमंत्री (श्री भगवती) : (क) स्वचल टेलीफोन केन्द्र लगाना केवल विद्युत् शक्ति के उपलब्ध होने पर ही निर्भर नहीं करता बल्कि उसके लिए और भी बहुत सी बातों का ख्याल रखना पड़ता है । छोटे स्वचल टेलीफोन केन्द्रों के सम्बन्ध में आर्थिक आधारों पर इस बात का निश्चय किया जाता है कि परचल टेलीफोन केन्द्र लगाना उचित होगा अथवा छोटा स्वचल टेलीफोन केन्द्र ।

(ख) झांसी में एक मुख्य स्वचल टेलीफोन केन्द्र लगाने का प्रस्ताव है, जिसके लिए उपयुक्त स्थान प्राप्त करने के प्रयत्न किये जा रहे हैं । जालौन और कोंच में भी छोटे टेलीफोन केन्द्र खोलने का प्रस्ताव है ।

(ग) छोटे टेलीफोन केन्द्रों की किसी समय १९६४ में खोले जाने की संभावना है । झांसी में मुख्य स्वचल टेलीफोन केन्द्र खोलने का प्रस्ताव तीसरी पंचवर्षीय योजना के दौरान पूरा होने की संभावना नहीं है ।

Railway Concessions

955. Shrimati Savitri Nigam: Will the Minister of **Community Development and Co-operation** be pleased to state whether Government have taken any action to get the railway concessions on the same lines as allowed to the students for the members of the co-operative farming societies, as recommended by the Study Team of the Members of Parliament?

The Deputy Minister of Community Development and Cooperation (Shri Shyam Dhar Misra): The Ministry of Railways have regretted their inability to accept the recommendation.

P. & T. Services

956. Shri Warior: Will the Minister of **Posts and Telegraphs** be pleased to state the rates charged by the Posts and Telegraphs Department on the following services rendered to other Government Departments and the amount collected during 1962-63:

(i) radio licences;

(ii) sale of revenue stamps;

(iii) sale of National Savings Bonds; and

(iv) sale of saving Prize Bonds?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagwati): The information is given below:

Rate	Amount collected in 1962-63
(*i*) Rs. 2/- per licence	Rs. 100·53 lakhs.
(*ii*) Nil . . .	Nil.
(*iii*) Re. 0·69 nP. per transaction of issue, discharge or transfer.	Rs. 55·10 lakhs (in respect of sale, transfer and discharge of all kinds of Saving Certificates).
(*iv*) Re. 0·10 nP. each	Rs. 4·50 lakhs.

Road Transport Survey

957. { Shri Warior: / Shri Maheswar Naik:

Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that a road transport survey was recently carried out in New Delhi;

(b) if so, the result of the survey and the action taken in regard to the conclusions resulting from the survey; and

(c) whether similar surveys were also carried out in other parts of the country?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). No road transport survey was carried out by the Ministry of Transport in New Delhi recently.

However, at the instance of the World Bank Study Team on Coal Transport, traffic surveys were conducted on 14 arterial routes throughout the country to collect information regarding the volume and nature of traffic moving on these routes. The report in respect of these surveys is expected to be ready by the end of December, 1963.

Staff Colleges on Railways

958. Shri Warior: Will the Minister of **Railways** be pleased to state:

(a) the number of staff colleges on Indian Railways;

(b) when these were started;

(c) the number of persons who completed their courses in these colleges in 1963 so far;

(d) whether Government have any intention of starting more such colleges; and

(e) if so, where?

The Deputy Minister for Railways (Shri Shahnawaz Khan): (a) One.

(b) 1952.

(c) 367 Officers till the end of November, 1963.

(d) No.

(e) Does not arise.

Tubewells in Kerala

959. Shri Warior: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any exploratory tubewells have been sunk in Kerala State so far;

(b) if so, how many; and

(c) whether there is any proposal to sink more such tubewells in the State?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes.

(b) In all five exploratory boreholes were drilled, out of which only one bore-hole at Karunagapalli was converted into a production tubewell;

(c) There is no such proposal for the present.

Indian Seamen

960. Shri Warior: Will the Minister of **Transport** be pleased to state:

(a) the number of complaints received by the DG Shipping during the last three years from Indian seamen and Officers regarding non-payment of wages and salaries by (i) foreign shipping companies and (ii) Indian shipping companies; and

(b) the usual procedure in regard to the disposal of such complaints?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) (i) One. (ii) Four.

(b) The matter is taken up in such cases with the shipowners concerned by the Directorate General of Shipping, Bombay, either directly or through the Shipping Master to help settlement of the dispute and the payment of the wages due to seamen wherever possible.

Co-operative Consumers' Societies

961. Shri Sivamurthi Swamy:
Shri D. D. Puri:
Shri G. Mahanty:
Shri Vishwa Nath Pandey:

Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) the number of cooperative consumers' societies working at present in the country;

(b) the number out of them which have received loan and the amount thereof, State-wise;

(c) the total membership of such societies in the country, State-wise; and

(d) when it is proposed to cover the whole country?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) There were 7,252 consumers cooperative societies on 31-6-1962. Subsequently, in November, 1962, a centrally sponsored scheme for organisation of 200 wholesale stores and 4,000 primaries retail units were launched. Out of this 131 wholesale stores and 2,000 primaries have so far been organised.

(b) and (c). Statements I and II are laid on the Table of the Sabha. [*Placed in Library. See* No. LT-1998/63.]

(d) The centrally sponsored scheme will cover all towns having a population of more than 50,000. Another scheme for rural areas for supplying daily necessities of life through service cooperatives and marketing societies is also being implemented. The question of extending the consumers cooperative scheme to towns with less than 50,000 population will be considered in the year 1965-66 in the light of the progress.

Damage to Railways by Floods

962. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri Balmiki:
Shri Vishwanath Pandey:
Shri P. C. Borooah:

Will the Minister of **Railways** be pleased to state:

(a) whether any damage was caused to the Railway lines due to the last floods;

(b) if so, which are the sections badly affected;

(c) whether the lines were suspended for running trains;

(d) if so, for how many days and the measures taken to transport the passengers; and

(e) the extent of loss suffered by Railways?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) and (c). A statement showing sections of Railways badly affected by floods resulting in suspension of traffic is laid on the Table of the House. [*Placed in Library. See* No. LT-1999/63].

(d) The duration for which the traffic remained suspended is indicated in the statement. All efforts were made for the clearance of passenger traffic wherever possible by diverting trains or introducing shuttle trains on unaffected portions or by terminating trains on either side of the affected portion and transhipping passengers wherever possible.

(e) Approximate expenditure incurred in restoration of track is shown in the statement. Correct figures are still being compiled in some of the cases.

It is not possible to assess the loss of revenue accurately as a result of dislocation of train services, since in most cases, there is only a temporary decline in earnings which are partly made good subsequently.

पौष्टिक आहार सम्बन्धी प्रशिक्षण

९६३. **श्री मोहन स्वरूप :** क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली में पौष्टिक आहार सम्बन्धी प्रशिक्षण कार्य-क्रम शीघ्र ही चलाया जाने वाला है ; और

(ख) यदि हां, तो उसका विस्तृत विवरण क्या है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० थामस): (क) खाद्य विभाग द्वारा प्रायोजित एक "खान-पान प्रौद्योगिकी और व्यवहारिक पोषण संस्थान" नई दिल्ली

में स्थापित किया गया है जो कि अगस्त, १९६२ से कार्य कर रहा है । यह संस्थान खान-पान प्रौद्योगिकी एवं होटल प्रबन्ध के पाठ्यक्रमों के अन्तर्गत पोषण में भी प्रशिक्षण देता रहा है । व्यवहारिक पोषण का एक विशेष पाठ्यक्रम आरम्भ करने का भी एक प्रस्ताव है ।

(ख) यह जानकारी संस्थान के "विवरणिका एवं पाठय-चर्या" और एक सामान्य जानकारी की पुस्तिका में दी गई है जो कि संस्थान, नई दिल्ली १२, पर उपलब्ध है ।

वन अनुसन्धानशाला

९६४. श्री मोहन स्वरुप : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वन अनुसन्धानशाला, देहरादून को विश्वविद्यालय का दर्जा देने का प्रश्न विचाराधीन है ; और

(ख) यदि हां, तो यह योजना कब तक कार्यान्वित की जाने की आशा है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) और (ख) जी हां । इस महत्वपूर्ण प्रश्न के समस्त पहलुओं पर, उनसे सम्बन्ध रखने वालों से सम्पर्क स्थापित करके, पूर्णरूप से जांच पड़ताल और सोच-विचार की आवश्यकता है । अतः अभी निश्चित रूप से यह कहना सम्भव नहीं है कि इसे कब तक क्रियान्वित किया जायेगा ।

ऋतु सम्बन्धी वेधशाला

९६५. श्री मोहन स्वरुप : क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि त्रिवेन्द्रम के समीप थुम्बा राकेट रेन्ज में ३० सितम्बर, १९६३ से ऋतु सम्बन्धी वेधशाला चालू हो गई है ; और

(ख) यदि हां, तो उसका विवरण क्या है ?

परिवहन मंत्रालय में उपमंत्री (श्री मुहीउद्दीन) : (क) जी हां । एक मीटीयोरोलोजीकल आबजरवेटरी थुम्बा राकेट रेन्ज में २८ सितम्बर, १९६३ से चालू हो गयी है ।

(ख) यह आबजरवेटरी जमीन की सतह के जायजों (सरफेस आबजरवेशन्स) और पायलट गुब्बारे (ऊपरी हवा) के जायजों का रिकार्ड रखती है जो कि राकेटों को छोड़ने के लिए जरूरी है ।

दुग्धशालायें

९६६. { **श्री मोहन स्वरूप :**
श्रीमती सावित्री निगम :
श्री सिद्धेश्वर प्रसाद :

क्या **खाद्य तथा कृषि** मंत्री १६ अप्रैल, १९६३ के तारांकित प्रश्न संख्या ८९४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अब तक राज्यवार कितनी दुग्धशालायें खोली जा चुकी हैं ; और

(ख) उन पर अब तक कितना रुपया व्यय हुआ है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० शामस): (क) प्रगति प्रदर्शित करने वाला एक विवरण सभा पटल पर रखा गया है [**पुस्तकालय में रखा गया । देखिये संख्या एल० टी० २०००।६३**] अब तक ४१ योजनायें शुरू की गई हैं जब कि पहले २६ योजनाओं के विषय में बताया गया था ।

(ख) अब तक कुल १२६.७१ लाख रुपये के खर्च का पता चला है ।

पांच खुड़ वाला हल

९६७. श्री रामेश्वरानन्द : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत के कारीगरों ने ५ खुड़ वाला हल तैयार किया है

जो कि दो बैलों द्वारा चलाया जाता है और जितने समय में ट्रैक्टर जमीन तैयार करता है उतने ही समय में दो हलों द्वारा उतनी जमीन तैयार हो जाती है ;

(ख) क्या यह भी सच है कि ट्रैक्टर से जमीन तैयार करने के बजाय इस हल के प्रयोग से एक-चौथाई व्यय में ही वह कार्य हो जाता है ;

(ग) क्या यह भी सच है कि ट्रैक्टरों का पैट्रोल खेत में गिरने से जमीन की उपज की शक्ति नष्ट हो जाती है ; और

(घ) यदि हां, तो सरकार उस ५ खुड़ वाले हल को अधिक प्रयोग में लाने के लिये क्या कुछ कार्यवाही कर रही है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) सरकार के पास भारत में किसी कारीगर द्वारा बनाये गये पांच खुड़ वाले हल के सम्बन्ध में कोई जानकारी नहीं है ।

(ख) प्रश्न ही नहीं उठता ।

(ग) ट्रैक्टर से बेकार गैसोलिन या पैट्रोल गिरता है और इससे किसी प्रकार भी भूमि की उपज-शक्ति नष्ट होने की सम्भावना नहीं है ।

(घ) प्रश्न ही नहीं उठता ।

Calcutta Port

968. Shri Maheswar Naik: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that acute shortage of dock space is being experienced in Calcutta Port and the ships bound for the port are being held up indefinitely at Sandheads; and

(b) if so, the measures adopted to relieve the congestion?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) There was a bunching of ships at Sandheads on certain days in October and November 1963. There is presently no congestion of ships either in the Port or at Sandheads. The detention suffered by import vessels, calculated from the time they arrive in Port up to the time of allotment of berths, has never been appreciable in recent years. The average period of detention did not exceed 1.7 days in any particular month during these years.

(b) The bunching of ships during the months of October and November 1963 was due mainly to:

(i) a larger number of ships seeking entry into port to take advantage of the better drafts in the spring tides then prevailing.

(ii) immobilisation of riverside berths during this period as a result of strong bores which occur in spring tides, thus leading to temporary shortage of berthing capacity;

(iii) comparatively shallow drafts at the riverside berths or jetties at Calcutta and Garden Reach owing to deterioration of these stretches of the River Hooghly;

(iv) steady increase in vessels exceeding 515 ft. in length which can be accommodated only in King George's Dock; and

(v) draft restrictions though drafts are on the whole better than in the previous year by 1 ft. to 4 ft.

The Calcutta Port Commissioners have been making sustained efforts to improve the navigable channels of the river by intensive dredging and execution of river training works and the beneficial effects of these mea-

sures are responsible for the improved draft now available. It is expected that permanent improvement will be effected when the Ganga Barrage Scheme is completed.

घागरा नदी पर पुल

९६९. **श्री राम सेवक यादव** : क्या **परिवहन** मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या चौका घाट और गोगरा घाट रेलवे स्टेशनों के बीच घाघरा नदी पर बस और ट्रक यातायात के लिये एक पुल बनाने का विचार किया जा रहा है ;

(ख) यदि हां, तो इस योजना का विवरण क्या है और पुल कब तक बनकर तैयार हो जान की आशा है ; और

(ग) यदि उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो इसके क्या कारण हैं ?

परिवहन मंत्रालय में नौवहन मंत्री (श्री राज बहादुर) : (क) से (ग). चौका घाट और घांघरा घाट रेलवे स्टेशनों के बीच घाघरा नदी के ऊपर बस और ट्रक यातायात के लिये प्रस्तावित पुल जब कभी भी बनाया जायगा, राज्य सड़क पर पड़ेगा । इस प्रकार इस पुल के निर्माण का दायित्व मुख्यत: उत्तर प्रदेश सरकार का है । चौका घाट और घाघरा घाट के बीच रेल का पुल है ही । इसके अलावा राज्य सरकार ने जनता की सुविधा के लिये रेल के पुल के पास एक नौका सेवा भी प्रारम्भ कर दी है

Telephone Trunk Service

970. **Shri A. V. Raghavan**: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether Government have recently received complaints from various organisations from Kerala that they always found it difficult to get trunk lines to big cities like Madras, Bombay, Delhi and Calcutta;

(b) if so, the steps Government propose to take to minimise these difficulties; and

(c) when the situation is likely to improve?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) A few complaints have been received from Cannanore and Tellicherry.

(b) and (c). Additional trunk circuits have been planned between Cannanore and Calicut and between Calicut and Madras. While the additional circuits between Cannanore and Calicut are expected to be provided shortly, the new circuits between Calicut and Madras are likely to be available only during 1964-65 after which considerable improvement in service to Madras is expected. Improvement of Service to Delhi, Bombay and Calcutta is dependant on completion of Delhi-Bombay and Bombay-Madras Co-axial cable scheme expected to be completed before the end of 3rd Plan.

Tourist Bungalows

971. **Shri Raghunath Singh**: Will the Minister of **Transport** be pleased to state the number of States of India which have strengthened their tourist organisations and have set up agencies for management of tourist bungalows and other establishments used by tourists?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): Tourist Organisations have been set up by all the State Governments during the last 5 years or so and some State Governments *viz.* Andhra Pradesh, Assam Jammu & Kashmir, Kerala, Orissa, Punjab, West Bengal and Bihar have since strengthened these Organisations by augumenting the strength of the staff and opening additional Tourist Bureaus.

Though all the State Governments manage the Tourist Bungalows and

other similar establishments belonging to them through their own agencies such as the State Public Works Department, or the State Building and Communications Department or the State Hospitality Organisation, none of the State Governments has set up a separate agency exclusively for the management of the Tourist Bungalows and other similar establishments.

Automatic Check-out Equipment in Air Corporations

972. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri M. L. Dwivedi:
Shri B. K. Das:

Will the Minister of **Transport** be pleased to state:

(a) the number of Tape-controlled Recording Automatic Check out Equipment (T.R.A.C.E.) in use in our Air Corporations to perform a comprehensive electronic inspection;

(b) whether any attempts have been made to manufacture this equipment in our country;

(c) if so, when and by whom; **and**

(d) the special advantages derived by this equipment?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) and (d). The Indian Airlines Corporation do not have any such equipment in use. The Air-India are having on their Boeing 707 Jet Aircraft the following two items utilising a tape in their operation:—

(i) *Tape Reproducer*—This equipment is manufactured in U.S.A., and is specially built for installation and use in aircraft. It utilises special recorded 2-track spool for providing music in the passenger cabin as an entertainment facility.

(ii) *Flight Recorder*—This is an electro-mechanical unit providing continuous permanent recorded data of flight parameters like airspeed, altitude heading, acceleration, against lapsed time. This unit is also manufactured in U.S.A., and approved by Federal Aviation Agency for use on 707 airplanes. The recording tape used is a special aluminium foil. The data so obtained could be used for assessing the flight data, incidents and for accident investigation.

(b) There are no plans at present to manufacture Tape Controlled Checkout Equipment in India.

(c) Does not arise.

कृषि उत्पादन

९७३. **श्री ओंकार लाल बेरवा :**
श्री गोकरन प्रसाद :

क्या **खाद्य तथा कृषि** मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने चौथी पंच वर्षीय योजना में कृषि उत्पादन को बढ़ाने पर जोर दिया है और इस विषय में राज्य सरकारों से अपनी राय भेजने को कहा है ; और

(ख) यदि हां, तो किन राज्यों से क्या क्या जवाब मिला है ; कौन-कौन से राज्य इसके पक्ष में और कौन-कौन से राज्य विपक्ष में हैं ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) चौथी पंचवर्षीय योजना के लिये कृषि उत्पादन सम्बन्धी प्रस्ताव अभी प्रारम्भिक अवस्था में हैं । अत: इस सम्बन्ध में अभी तक राज्य सरकारों को विशेष रूप से कुछ नहीं लिखा गया है ।

(ख) प्रश्न ही नहीं उठता ।

कलकत्ता-आसाम वायरलैस ट्रंक सेवा

९७४. **श्री गोकरन प्रसाद :**
श्री ओंकार लाल बेरवा :

क्या **डाक तथा तार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कलकत्ता और आसाम के बीच वायरलेस ट्रंक सेवा आरम्भ करने का विचार है ;

(ख) यदि हां, तो यह प्रणाली कब से चालू करने का विचार है ; और

(ग) कितना धन व्यय किया जायेगा ?

डाक और तार विभाग में उपमंत्री (श्री भगवती) (क) जी हां ।

(ख) दिसम्बर, १९६४ से ।

(ग) कलकत्ता और उत्तरी बंगाल तथा आसाम के बीच एक माइक्रोवर्वलिक स्थापित करने की अनुमानित लागत लगभग १६५ लाख रुपये है ।

Tobacco Seeds

975. Shri Rameshwar Tantia: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the reasons for prohibiting the import of tobacco seeds by all except the Central Tobacco Research Institute in Rajahmundry in Andhra Pradesh; and

(b) what procedure will be adopted by the institute for the distribution of seeds thus imported?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) To prevent possible introduction into India of "Blue Mould" which is a very destructive tobacco disease.

(b) The seeds will be imported by the Central Tobacco Research Institute, Rajahmundry in small quantities intended for experimental purposes only and not for distribution.

Road Bridge Over Ganga

976. Shri Raghunath Singh: Will the Minister of **Transport** be pleased to state whether cracks have been reported in the road bridge over the Ganga between Kanpur and Lucknow?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): The road bridge over the Ganga, between Kanpur and Lucknow is an old bridge taken over from the Railways and decked for road traffic. Cracks have been observed in some portions of the concrete of the upper deck of the bridge. Necessary repairs are in full swing and will be completed shortly.

Land Acquisition Committees

977. Shri P. Venkatasubbaiah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the State Governments have set up Land Acquisition Committees as contemplated in the Land Acquisition (Companies) Rules, 1963 laid on the Table on the 13th August, 1963; and

(b) the composition of these Committees and the States which have also issued necessary instructions in this regard?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). Land Acquisition Committees have already been set up by the Governments of Gujarat, Orissa, Bihar, Uttar Pradesh, Maharashtra, West Bengal, Assam and Tripura. Composition of these Committees conform to the provision therefor under Rule 3(2) of the Land Acquisition (Companies) Rules 1963. Setting up of such Committees by other State Governments is under their consideration. Necessary instructions have also been issued by the Governments of Gujarat, Uttar Pradesh, Maharashtra, West Bengal,

Punjab and Andaman and Nicobar Islands.

Iron and Steel for Agricultural Purposes

978. **Shri P. Venkatasubbaiah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any instructions have been issued to the State Governments to give over-riding priority for iron and steel required for agricultural purposes, and

(b) if so, the details of the instructions issued and the steps to be taken to ensure that these instructions are implemented?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) The State Governments/Union Territory Administrations were advised to give agricultural programmes absolute priority over all other steel requirements in the States. Iron and Steel needed for these programmes, it was suggested, should be provided, if necessary, at the cost of other programmes. In case, there was a subsequent shortfall resulting in reduced allocation to the State, the cut should be regulated in other sectors and should not affect agricultural programmes. The State Governments were also requested to give long pending indents of the agricultural quota of G.C. Sheets the highest priority so that these indents are despatched earlier than those for other purposes. It is for the State Governments to take suitable steps to ensure implementation of the above mentioned suggestions.

The State Governments were also informed of the decision that the Iron and Steel Controller would accept the priorities fixed by State Governments in the matter of receiving supplies against indents in the agricultural quota in preference to indents of the non-agricultural quotas. In case any State Government is faced with any difficulty in regard to despatches of iron and steel for agricultural purposes, appropriate action is being taken by the Central Government.

Suratgarh Farm

979. **Shri P. Venkatasubbaiah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Central Mechanised Suratgarh Farm had suffered damage and loss due to recent floods in Gajjar River;

(b) if so, the area inundated, crops damaged and loss in value; and

(c) the permanent measures being taken to prevent such damage from floods to this farm?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) Crops like Cotton, Jute, Bajra, Jowar, Castor, Paddy, etc. over an area of about 915 acres were damaged. The loss in value is estimated at Rs. 3,26 lakhs.

(c) The following measures were taken:—

(i) Strengthening of old bunds to save colonies, stores and residential buildings; and

(ii) construction of a new bund to protect an area of 3345 acres.

As a permanent measure, the Government of Rajasthan have also prepared a comprehensive scheme for control of floods in the Gaggar River. The scheme which is expected to fully control floods in the area, is at pre-

sent under consideration of the Government of India.

Train Collision at Chakulia

980. Shri G. Mohanty: Will the Minister of **Railways** be pleased to state:

(a) whether any enquiry has been made regarding the train collision at Chakulia in October last; and

(b) whether responsibility has been fixed and action taken against the defaulters?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). Yes. The staff held responsible for the accident is being taken up with.

Sarghum Vegetable and Jute Seeds

981. Shri Ramachandra Ulaka:
Shri N. R. Laskar:
Shri Dhuleshwar Meena:
Shrimati Savitri Nigam:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 462 on the 3rd September, 1963 and state:

(a) whether the proposal for production of Sarghum vegetable and jute seeds has since been considered; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) Production of hybrid sarghum seed has been taken up on a pilot scale in Andhra Pradesh during Rabi season of 1963-64. The production of vegetable seeds was taken up on a small scale during Kharif, 1963 and would be expanded in the following years. The question of jute seed production is currently under consideration.

Fire in T.U.-104 Aircraft

982. Shri Ramachandra Ulaka:
Shri N. R. Laskar:
Shri Dhuleshwar Meena:
Shrimati Savitri Nigam:

Will the Minister of **Transport** be pleased to refer to the reply given to Starred Question No. 468 on the 3rd September, 1963 and state:

(a) whether the Committee of Inquiry on T.U.-104 which caught fire at Santa Cruz Airport on the evening of 16th August, 1963 has since submitted its report; and

(b) if so, the findings thereof?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) Yes, Sir.

(b) The report is under examination of the Government of India.

Madhopur-Kathua Railway Line

983. Shri Inder J. Malhotra:
Shri Prakash Vir Shastri:
Shri Mohan Swarup:
Shri D. C. Sharma:

Will the Minister of **Railways** be pleased to state:

(a) further progress made on the construction of railway line between Madhopur (Punjab) and Kathua (Jammu and Kashmir); and

(b) the probable date of its completion?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Well sinking for the foundation work and substructure of piers and abutment of the bridge over Ravi have progressed further. Ten out of the twenty foundation wells have been completed and the up-to-date progress on well sinking is about 86%. Nearly 70% of the steel for girders from indigenous mills has been received and the imported steel has also started coming in and fabri-

cation is expected to be taken up by the firm without much delay. The masonry work for the bridge over the National Highway and other bridges, except two minor bridges in Kathua yard, is also complete. Earthwork in formation has progressed upto about 90%. The overall progress of the project is 53%.

(b) The line is expected to be completed by the end of 1964.

Appraisal of Third Plan

984. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri Basumatari:

Will the Minister of **Transport** be pleased to state:

(a) whether the mid-term appraisal of the Third Five Year Plan has shown any increase of plan provision; and

(b) if so, how much and on what account?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) Yes, Sir.

(b) As a result of the mid-term appraisal, the Third Plan provisions for Roads, Ports, Inland Water Transport and Meteorology have been increased as under:—

	Third Plan Provisions	
	Original	Revised
	(Rs. in crores)	
(*i*) Roads . .	272·00	416·30
(*ii*) Ports . .	86·50	110·60
(*iii*) Inland Water Transport .	5·50	6·50
(*iv*) Meteorology .	3·00	3·18

Grounded Aircraft

985. **Shri P. C. Borooah:**
Shri P. R. Chakraverti:

Will the Minister of **Transport** be pleased to state:

(a) the number of grounded aircraft of various types with the Civil Aviation Department at present;

(b) the total number of idle hours, for which they have been lying out of service; and

(c) the reasons for their being grounded and how far non-availability of spare parts and foreign exchange for their procurement is coming in the way of putting them on wings?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) to (c). A Statement giving the requisite information is laid on the Table of the House. [*Placed in Library. See* No. LT-2001/63].

Darjeeling-Himalayan Railway

986. **Shrimati Jyotsna Chanda:**
Shri Rishang Keishing:
Shri Manean:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that Government are thinking of closing the Darjeeling-Himalayan Railways;

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Does not arise.

Neyveli Lignite

987. Dr. P. Srinivasan: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Neyveli lignite is being used for fuel for Railway engines;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

(c) Neyveli lignite contains high moisture and volatile matter yielding low heat value which render it unfit for use on Passenger and Goods services. It can be used mixed with coal in suitable proportion in shunting engines and stationary boilers, but

even this limited use is not possible as the Neyveli lignite corporation are not in a position to spare any quantities for the use of the Railways.

Derailments

988. **Shri D. N. Tiwary:**
Shri P. C. Borooah:
Shri Daljit Singh:
Shri Kachhavaiya:

Will the Minister of **Railways** be pleased to state:

(a) whether the number of derailments and minor accidents involving injuries to passengers, loss of goods and capsizement of wagons have increased after August, 1963; and

(b) if so, the number of such accidents zone-wise and losses occurred?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No. The number of train accidents in the categories of collisions, derailments, trains running into road traffic at level crossings and fires in trains has not increased after August, 1963.

(b) Does not aries.

जयपुर डिवीजन

९८९. **श्री मोहन स्वरूप** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे के जयपुर डिवीजन कार्यालय में हिन्दी में काम करने वाले कर्मचारियों की संख्या १० प्रतिशत से घट कर १ प्रतिशत रह गई है ; और

(ख) यदि हां, तो इसके क्या कारण है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Shahdara-Saharanpur Light Railway

990. **Shri P. C. Borooah:** Will the Minister of **Railways** be pleased to state:

(a) whether Government have received any representations from the passengers of the Shahdara-Saharanpur Light Railway with regard to non-co-ordination of the Time Table of that Railway with that of the (N.R.) Broad gauge Railway services between Delhi to Shahdara (Delhi);

(b) if so, their precise complaints; and

(c) Government's reaction thereto?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) to (c). No specific complaint to this effect has been received. A representation had, however, been received wherein among other things inadequacy of the margins at Delhi-Shahdara between 51UP & 62DN S.S. Light Railway trains and I UP & 2 NM Down New Delhi-Meerut City shuttles of the Northern Railway, was complained of. At present, a margin of 12 minutes is available between 62Dn and 2NM Dn trains and is considered adequate. The margin between 1 NM Up New Delhi-Meerut Shuttle and 51Up train was 2 minutes at Delhi-Shahdara with an authorised detention of 5 minutes for 51Up. The S.S. Light Railway authorities have advised that 51Up has been renumbered as 61Up and its departure from Delhi Shahdara revised to 18·25 hours as against 18·21 hrs. The margin now available, therefore, is 7 minutes.

Tube Wells in Punjab

991. **Shri Daljit Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of tube wells sunk by the Central Tube Well Organisation in Punjab during 1962-63 and 1963-64 so far; and

(b) the number of tube wells proposed to be sunk in Punjab State during the remaining period of the Third Five Year Plan?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The Exploratory Tubewells Organisation of the Ministry of Food and Agriculture drilled

six exploratory boreholes, under the Groundwater Exploration Project, in the Gurgaon District of the Punjab during 1962-63 out of which only one borehole at Khaliawas was converted into a production tubewell. During 1963-64, six more boreholes were drilled upto the end of October, 1963 in the Mohindergarh district. Out of these, only one borehole at Bawana is expected to be converted into a production tubewell. All other boreholes were abandoned either due to lack of sufficient water potential or due to inferior quality of water. Further exploration is in progress.

(b) During the remaining period of the Third Five Year Plan, the number of exploratory boreholes proposed to be drilled are:

4 in Mohindergarh	District.
8 in Hissar	,,
5 in Rohtak	,,
2 in Ambala	,,
Total 19 boreholes	

Committee of Productivity Experts

992. **Dr. Melkote:** Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether there is any proposal to appoint a committee of productivity experts to examine the system of operation in the Telegraph and Telephone Offices in India to improve the turn over and standard of work; and

(b) if so, the details thereof?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) No.

(b) Does not arise.

G.P.O., Delhi

993. **Dr. Melkote:** Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether a large bundle of postal articles was found in the lavatory of the Delhi General Post Office on the 11th October, 1963;

(b) whether such incidents are frequent in Delhi; and

(c) if so, steps Government propose to take to improve matters?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Yes, Sir.

(b) A few cases of secretion of mail articles were detected in Delhi Circle in the past.

(c) Officials who were found guilty have been sternly dealt with. Steps have also been taken to tighten supervision over the delivery work.

Government Farms

994. **Shri Raghunath Singh:** Will the Minister of **Food and Agriculture** be pleased to state how many Central Mechanised farms are being run on loss and how many on profit?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): There is only one Central mechanised farm at present and it is located at Suratgarh in Rajasthan State. The Farm has shown profits in 1958-59 and 1960-61 and losses in 1956-57, 1957-58, 1959-60 and 1961--62. The losses are mainly attributable to natural calamities, such as floods from Ghaggar River, hailstorms, strong winds at ripening stage of grains etc., and also due to adverse weather conditions and lack of irrigation supplies due to breaches in canal caused by the floods.

Crop Cutting Experiments

995. **Shri Hem Raj:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the names of the Districts and Blocks, State-wise which have been selected for crop cutting experiments during 1962-63 and 1963 so far;

(b) when their results will be made known;

(c) the steps to be taken to improve their yields on the result of these surveys; and

(d) the aid which the Central Government give to State Governments for this purpose?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) A scheme "Block Level Estimates of Agricultural Production" was formulated in 1962-63 and the work was taken up in the district of Meerut in Uttar Pradesh, Patna in Bihar and Dhulia in Maharashtra from 1st March, 1963. The programme has further been expanded during the year 1963-64 by including the following districts in the States mentioned below:

Name of State	Name of the district	Remarks
Madras	North Arcot.	
Madhya Pradesh	Sehore.	
Andhra Pradesh	Mahboob Nagar.	
Mysore	Chitradurga.	
Punjab	Kangra.	
Assam	Nowgong.	
Gujarat	Mehsana	
Rajasthan	Ajmer.	
Uttar Pradesh	Varanasi.	
Kerala	•	No decision has yet been taken, regarding the district.

This scheme will cover all the Blocks in the afore-said selected districts.

(b) and (c). This is a pilot survey for developing a suitable sampling technique for obtaining raliable estimates of agricultural production at block level. This survey will not thus lead directly to results which may indicate the need for taking steps for improving yield etc. of the crops in the area under survey. However, on the development of the sampling technique it will become possible to obtain reliable year-wise estimates of agricultural production, and in consequence steps for improving the yield etc. can be considered, if necessary.

(d) The scheme is being implemented through the State Governments but the entire expenditure is being met by the Government of India.

Nutritious Fodder

996. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any research has been made for the production of nutritious fodder for hill areas where the yield of milk is very low;

(b) if not, whether there is any proposal to set up Research Fodder Institute for the purpose; and

(c) if so, where?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) A research scheme of the Indian Council of Agricultural Research for development of nutritious pasture grasses and legumes suitable for different altitudes and climatic conditions in Himachal Pradesh was taken up at Mandi district, Himachal Pradesh in 1959. The scheme, which gave encouraging results, concluded in October, 1962. The research work is now being continued by the Department of Animal Husbandry, Himachal Pradesh. At the Soil Conservation Research, Demonstration and Training Centre, Ootacamund, research work on selection on nutritive fodder grasses has recently been taken up. A beginning has also recently been made for the introduction and trial of temperate grasses and legumes as well as other cold-loving fodder plants at the Plant Introduction Sub-station of the Indian Agricultural Research Institute at Simla.

(b) and (c). Yes. There is a proposal to set up a Grassland and Fodder Research Institute at Jhansi (Uttar Pradesh), with United Nation Special Fund assistance. The scheme provides for the establishment of five Sub-stations in different regions for developmental work. One sub-station is

likely to be in Himalayan region. The Institute and its Sub-stations will be responsible for all research and development relating to major aspects of land use in India.

Amendment of Indian Forest Act

997. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 2027 on the 17th September, 1963 and state:

(a) whether the meeting of the Sub-Committee of the Central Board of Forestry has since been held; and

(b) if so, its main recommendations for the changes to be made in the Indian Forest Act?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) The main recommendations of the Sub-Committee are as follows:

1. "Gum" and "Wild animals and skins, tusks and horns" should be included under 'forest-produce' whether found in, or brought from, a forest or not.

2. Provision should be made for penalising the offender who clears or breaks up any forest land for cultivation or for any other purpose, or cultivates or attempts to cultivate in any manner and power to evict should vest with a Forest Officer not below the rank of Forest Ranger or a Police Officer not below the rank of Sub-Inspector.

3. Provision should be made for penalising, as in the case of timber damage caused by negligence while removing any 'forest produce' in trucks, lorries, etc.

4. Chapter III relating to the formation of village forests should be deleted.

5. Existing penalties prescribed in the Act should be enhanced to serve as deterrents to offenders.

6. Provision for seizure of 'vehicles' used in any forest offence should be made.

The recommendations of the Sub-Committee will be placed before the next meeting of the Central Board of Forestry to be held in December, 1963.

Vendor Stalls

998. Shri Hem Raj: Will the Minister of **Railways** be pleased to state:

(a) the number and names of small stations on which vendor stalls constructed by the Department or Vendors themselves separately exist on the Ferozepur Division;

(b) the number and names of small stations on which such stalls do not exist;

(c) whether Government propose to allow the vendors of such stations as mentioned in reply to part (b) to construct their own stalls according to their requirement on the Railway platforms; and

(d) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-2002/63]

(c) and (d). Yes, subject to the conditions, that there is need for putting up stalls from the point of view of travelling public and the stalls are constructed as per the design and specifications laid down by the Railway Administration.

Out Agencies in Delhi

999. Shri Ram Sewak Yadav: Will the Minister of **Railways** be pleased to state:

(a) the number of out-agencies in Delhi division of Northern Railway which have been leased out without inviting tenders; and

(b) whether it is a fact that in Meerut district also an out-agency was leased out without inviting tenders and although it did not transact any business for some time it continued in the name of same agent?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Out of 17 out-agencies in Delhi Division of the Northern Railway, 6 have been allotted to the Road Transport Organisation of the State Governments concerned without inviting tenders; in respect of 2 other agencies tenders were invited but as there was no response, the contract was allotted keeping in view the various relevant factors. Information regarding 6 out-agencies, which have been functioning for a long time, is not readily available to indicate whether they were allotted on the basis of tenders or not. The remaining 3 agencies were allotted on the basis of tenders.

(b) Presumably, the reference is to erstwhile Sardhana out agency. This agency was allotted to M|s. H. R. Anand and A. K. Talwar in January, 1956 without inviting tenders as it was not customery at that time to call for tenders. Later, Shri A. K. Talwar having resigned, the contract was assigned to Shri H. R. Anand from 10th September, 1958. The agreement executed with Shri Anand expired on 8th September 1963 and was not renewed further as Shri Anand tendered his resignation on the plea of his inability to operate the out agency, which was finally closed on 10th November, 1963. The contractor did not transact any business from November, 1962 onwards.

आउट एजेंसियां

१०००. श्री राम सेवक यादव : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जनवरी, १९६१ से सितम्बर, १९६३ तक की अवधि में मंत्रालय ने कुछ आउट एजेंसियों और सिटी बुकिंग एजेंसियों को बन्द करने के नोटिस दिये थे ;

(ख) यदि हां, तो उनकी संख्या क्या है ;

(ग) क्या यह भी सच है कि कुछ एजेंसियों के नोटिस वापस ले लिये गये; और

(घ) यदि हां, तो नोटिस वापस लेने का क्या कारण है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी): (क) और (ख). इस अवधि में सम्बन्धित रेल प्रशासनों ने २१ आउट एजेंसियों और १५ नगर बुकिंग एजेंसियों को बन्द करने के नोटिस दिये ।

(ग) जी हां ।

(घ) सूचना एक विवरण में दी गयी है जो सभा पटल पर रखा गया है [**पुस्तकालय में रखा गया । देखिय** संख्या एल० टी० २००३/६३]

Alitalia Plane Crash

1001. Shri Indrajit Gupta: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the findings of the Inquiry Committee into the crash of the Alitalia Plane near Bombay in August, 1962 have been contested by the Italian Government and the Alitalia Airlines Company;

(b) if so, the main points of controversy involved; and

(c) the steps, if any, proposed to be taken by Government in the matter?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) to (c). Writ petitions have been submitted in the Punjab High Court (Circuit Bench at Delhi) on behalf of (1) Mrs. Fausta Lina, widow of late Capt. Luigi Quattrin, Commander of the aircraft, (2) Alitalia (Italian Airlines) and (3) Mr. Giovanni Mezzanotte, Flight Despatcher of Alitalia, challenging the proceedings of the Report of the Court of Enquiry which investigated accident to Alitalia's DC-8 aircraft near Junnar on the 6/7th July, 1962. These petitions have not yet been heard. As such the court is seized of the matter.

Sugar Quota

1002. Shri Kolla Venkaiah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the sugar quota allotted per month to different States;

(b) whether Andhra Pradesh Government have asked for additional quota of sugar;

(c) if so, how much and whether Centre has agreed for the allotment of additional quota; and

(d) if not, the reasons therefor?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) A statement giving the required information is laid on the Table of the House. [*Placed in Library. See* No. LT-2004/63].

(b) to (d). Yes, Sir. The Andhra Pradesh Government have requested for an additional monthly quota of 2,000 tonnes. It has not been possible to agree to this on account of tight sugar supply position.

Loan for D.T.U.

1003. Shri Rameshwar Tantia:
Shri Onkar Lal Berwa:

Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that Government propose to give additional loan to the D.T.U. for the purchase of more buses; and

(b) if so, the extent of the loan and by what time it is expected to be paid back?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). The Government have so far advanced loans amounting to Rs. 30 lakhs during the current financial year to the Delhi Transport Undertaking, mainly for the purchase of additional buses. The Government have received a request from the Undertaking for a larger loan, which is under consideration.

Road Accidents

1004. Shri Gulshan:
Shri P. C. Borooah:

Will the Minister of **Transport** be pleased to state:

(a) the total number of persons killed and disabled separately in road accidents during the first nine months of this year in India and the highest toll in any single town per lakh of population;

(b) similar corresponding figures for each of the calendar years 1960, 1961 and 1962; and

(c) the steps being taken by Government to minimise road accidents in general?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). The information required is being collected from the State Governments etc. and will

be laid on the table of the Sabha as soon as it is available.

Catering at Gauhati and Agartala Airports

1005. Shri A. N. Vidyalankar: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the catering arrangements at some of the Airports like Gauhati and Agartala are very poor and proper sanitary conditions are not observed there;

(b) whether it is also a fact that pure and cool drinking water is not available at these airports; and

(c) the arrangements being made to improve the quality of catering and to provide cool drinking water to the passengers?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) to(c). There have been a few complaints against the catering contractors at these airports regarding their service and the quality of food served. Their contracts are due to expire on 31st December 1963 and tenders have been called for the award of the contracts from 1st January 1964.

The position in regard to supply of pure and cool drinking water at the Gauhati and Agartala airports is being investigated and a statement would be laid on the Table of the House in this regard in due course.

Chakradharpur Railway Division

1006. Shri H. C. Soy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that several illegal encroachments by tea-stalls and commercial firms have been effected in the Railway premises and land in Chakradharpur and other important Railway stations in Chakradharpur Railway Division in South Eastern Railway; and

(b) whether a review of the rules governing the lease of Railway land is involved and if so, the steps taken in this connection?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). There have been some encroachments and action has already been taken to get them evicted. The correct procedure to be adopted in such cases has been laid down by the Railway after reviewing the extent rules for licensing of Railway land.

Chakradharpur Railway Division

1007. Shri H. C. Soy; Will the Minister of **Railways** be pleased to state;

(a) whether it is a fact that the Railway Administration has not paid compensation to persons whose land was acquired in Chakradharpur Railway Division in S.E. Railway; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). The amount of compensation to be paid to the land owners is to be determined by the State Government who have not yet given their award. Compensation will be paid as soon as the award is finalised.

Medicinal Plants

1008. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Forest Department of the Government of Punjab sought the advice of the Central Indian Medicinal Plant Organisation for the growing of medicinal plants in the border districts of Lahaula and Spiti;

(b) if so, when the advice was sought; and

(c) the names of the main medicinal plants which can be developed in that area?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). Information is being collected from the State

Government and will be laid on the table of the Sabha after receipt.

Kovalam as a Tourist Centre

1009. { **Shri Imbichibava;** / **Shri A. V. Raghavan:**

Will the Minister of **Transport** be pleased to state:

(a) whether Government have any proposal to develop Kovalam in Kerala as a tourist centre;

(b) if so, the main features of the proposal; and

(c) the estimated cost thereof?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) Yes, Sir, the Central and the State Government (of Kerala) have a proposal to develop Kovalam as a sea-side resort.

(b) The proposal envisages provision of following facilities:—

(i) Road (marine drive) from Trivandrum to Kovalam.

(ii) Accommodation in the form of cottages centred round a building providing dining, lounge and cafeteria facilities.

(iii) Recreational facilities such as a swimming pool, change and shower rooms, amusement park and a shopping centre.

(c) The detailed plans and estimates of costs are under preparation.

BOX Wagons

1010. Shri Raghunath Singh: Will the Minister for **Railways** be pleased to state:

(a) the number of sidings which need to be strengthened consequent upon introduction of BOX wagons for movement of coal; and

(b) the total cost involved?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). It is not possible, for the reasons and under the circumstances herein explained, to estimate the number of sidings which need to be strengthened for just this particular factor. The strengthening and replacement of worn out track, whether in sidings or on the main line, is a continuing process. In the first place, old tracks laid in the sidings or on main lines etc. get worn out with age and have, therefore, necessarily to be replaced. Secondly, with improvements in designs of locomotives, more economical and efficient engines with heavier axle loads, have to be introduced requiring corresponding strengthening of tracks in the colliery sidings as also on main and branch lines. This has become all the more necessary in the 3rd Plan because the volume of coal traffic has gone up considerably, and the lighter engines acquired in earlier years and working the coal pilots are no longer suitable or economical in service, and are necessarily being replaced by heavier group of engines, making the strengthening of sidings and tracks inescapable if a reasonable standard of efficiency and safety in train operation is to be ensured and transport requirements fulfilled. It is, therefore, not possible to separate the strengthening necessitated by other considerations like the introduction of heavier group of engines and replacement of track materials becoming due with age, increase in volume of traffic, etc. from the effect of BOX wagons. It is, therefore, not possible to estimate the number of sidings required to be strengthened purely for the introduction of BOX wagons only.

Concessions to Artists

1011. Shri Balakrishnan: Will the Minister of **Railways** be pleased to state:

(a) whether a deputation of artists represented to him that railway concession for the purpose of cultural programmes be restored; and

(b) if so, the reaction of the Government on the matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Concession has since been restored in respect of luggage offered for booking by the cultural troupes. As regards restoration of travel concession to the artistes, the matter is under examination.

Railway Bridge over the Jamuna

1012. Shri Krishanpal Singh: Will the Minister of **Railways** be pleased to state:

(a) whether the use of galleries of the Railway bridge over the Jamuna at Mathura is not permitted in view of the road bridge having been constructed to divert all traffic other than railway trains from the railway bridge;

(b) whether this has resulted in the stoppage of pedestrians in the galleries on either side of the railway track;

(c) whether the use of galleries of the railway bridge cause any interference with railway traffic; and

(d) if not, whether Government propose to remove barriers on the galleries and permit their use by the pedestrians?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (d). The Railway bridge across river Jamuna at Mathura was constructed in the year 1883 and carries a road-way on the same decking as track, and two foot-paths, on either side of the girders. The maintenance charges of the road deck and foot paths including the cost of staff for regulating the traffic was being paid for by the State Government. The State Government have recently completed construction of a separate road bridge and with the opening of this bridge they have discontinued payment of annual maintenance charges to the Railway for keeping the decking and foot paths on the existing bridge open to traffic. The staff posted for regulating the road traffic over the railway bridge have, therefore, been withdrawn and the bridge closed to road and pedestrian traffic due to the fact that the use of foot paths by pedestrians is fraught with extreme danger in the absence of staff to regulate traffic and cannot be permitted on safety considerations. The existing girders of the bridge have outlived their life and are to be replaced by new girders. The new girders have already been ordered without provision of foot paths (as they are no longer required by the State Government) and will be received in a short time. It will not be possible at this stage to provide foot paths on the new girders as their loading capacity will be reduced.

Settlement of Families of Fishermen

1013. Shri Vasudevan Nair: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is a proposal to settle a few families of fishermen of Kerala in Andamans; and

(b) if so, the facilities proposed to be given to such people?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, there is a scheme included in the Third Five Year Plan of the Andaman and Nicobar Islands, to settle 100 families of fishermen from the Maritime States, including Kerala. In April 1963, 24 families were brought from Kerala under this scheme for settlement in the Andamans.

(b) Each fisherman family is given a recoverable loan of Rs. 1,900 and an ex-gratia of Rs. 410. In addition, each such family, settled outside Port Blair, is allotted 2 acres of land for homestead cultivation.

Minor Ports in Andhra

1014. Shrimati Vimla Devi: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the money allotted in the Third Plan for

the development of minor and intermediate ports in Andhra Pradesh has not been utilised so far;

(b) if so, the reasons therefor;

(c) the steps taken by Government to ensure the rapid development of minor and intermediate ports in Andhra; and

(d) whether the State Government have submitted any concrete proposals in this connection and if so, the main features of the proposal?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to(d). A sum of Rs. 45 lakhs has been included in the Central Sector of the Third Five Year Plan for grant as loans to the State Government for the execution of certain schemes, for the development of Intermediate and Minor Ports in Andhra Pradesh. So far, the State Government has not drawn any sums against this provision. The intention is that the money should be given annually against actual expenditure incurred by the State Government, who are in executive control of these ports. In July, this year, I along with my technical adviser, held discussions at Hyderabad with the Minister for Ports in the Andhra Govt. and his officers to review the progress of the works. The State Government are actively pursuing the schemes.

The schemes included in the Central Sector of the Third Five Year Plan for Andhra Pradesh and their present position as reported by the State Government are as under:

Sl. No.	Name of Port	Name of work	Estimated Cost	Position as on 30th September, 1963.
			Rs.	
1	*Kakinada*	(*i*) Development of loading hard area for handling grains and fertilisers.	3,00,000	Tenders being invited by State Govt.
		(*ii*) Extension of groynes.	8,00,000	Tenders under consideration by State Government.
		(*iii*) Acquisition of new 12" cutter suction dredger.	10,00,000	Quotations under scrutiny.
		(*iv*) *Navigational aids*	1,75,000	These will be taken up by the Lighthouse Deptt.
		(*a*) 3 No.. flashing buoys @ Rs. 50,000/-		
		(*b*) Radar reflector at Godavari point Rs. 25,000/-.		
		(*v*) Construction of 3 R.C.C. 'T' headed jetties for iron ore.	1,25,000	Not yet taken up.
		(*vi*) Acquisition of floating dock area for use as fish-cum-ore-dock.	1,00,000	Provision being utilised for the purchase of the dredger.
2	*Masulipatnam*	Stabilising the channel at Masulipatnam including earthen bunds and strengthening of sand spit.	15,00,000	Technical discussions in progress.

Sl. No.	Name of Port	Name of work	Estimated Cost	Position as on 30th September, 1963
			Rs.	
3	*Krishnapatnam* .	(*i*) Construction of a new bridge across Buckingham Canal to connect with port site.	1,00,000	Administrative sanction awaited by the P.W.D.
		(*ii*) Construction of stone groynes and banks protection works.	2,00,000	Details under technical examination.
		(*iii*) Provision of a dumb 3/4 cubic yd. grab dredger.	2,00,000	Quotations under examination.
		TOTAL .	45,00,000	

Railway Workers

1015. Shri H. C. Soy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that in Banda Munda sector in S.E. Railway there are hundreds of Railway workers mostly from the Scheduled Tribes, who have been refused permanent jobs in spite of their having served the Railway for more than six months continuously; and

(b) if so, the steps the Railway Board propose to take in the matter?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). It is a fact that on construction projects in this sector there are large numbers of casual labour of whom many belong to Scheduled Tribes. Work as casual labour for more than six months on a construction project does not entitle them to absorption in regular Railway service for which they must be selected by duly constituted Selection Boards. In a selection held recently 492 of them appeared before the Selection Board when 235 including 33 from Scheduled Tribes have been selected.

Procurement Price of Rice

1016. { Shri Dinen Bhattacharya: / Shri V. Thevar:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have fixed any procurement price in the different rice growing provinces; and

(b) if so, what are the prices and basis for their fixation?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) The details are given in the statement laid on the Table of the House. [*Placed in Library. See* No. LT-2005/63].

These prices were fixed after taking into consideration various factors, such as, trends in the costs of production, farm harvest prices, market prices and parity between the prices of competing crops.

Food Production Board

1017. { Shri D. D. Mantri: / Shri H. C. Soy:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it has been decided to form a food production board; and

(b) if so, the details of the scheme and the amount sanctioned for this board?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). At its twentieth meeting held on November 8 & 9, 1963, the National Development Council proposed that with a view to ensuring an integrated approach in matters of agricultural policy on behalf of the Central Government, an Agricultural Production Board may be constituted at the national level with the Minister of Food and Agriculture as Chairman and comprising the Ministers of Planning, Agriculture, Community Developments & Cooperation and Irrigation & Power and Member for Agriculture in the Planning Commission. The Board has accordingly been set up. The main function of the Board will be to bring about expeditious implementation of the programmes of development of agricultural including animal husbandry, forestry and fisheries. With this end in view, the Board will secure effective and continuous coordination between the concerned Ministries and departments at the Centre and between the Centre and the States in matters relating to formulation and execution of development programmes; it will review the progress of development programmes, locate difficulties, if any, and endeavour to remove them; it will take such other measures as would ensure speedy and effective implementation of development programmes at the Centre and in the States. As the work of the Board is to provide for close administrative coordination the question of sanctioning any special amount for it, does not arise.

Sub-Post Offices in Orissa

1018. Shri Jena: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether it is a fact that the volume of work in some of the Sub-Post Offices in the State of Orissa has gone up to justify up-gradation; and

(b) if so, the names of those Sub-**ment of Posts and Telegraphs (Shri** by which they are likely to be upgraded?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) No, Sir.

(b) Does not arise.

मनीआर्डर

१०१९. **डा० राम मनोहर लोहिया :**
श्री राम सेवक यादव :
श्री किशन पटनायक :

क्या **डाक तथा तार** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९६०–६१ और १९६१–६२ में डाक तथा तार विभाग को मनीआर्डर का रुपया न मिलने की कितनी शिकायतें मिली हैं ;

(ख) इनकी कुल राशि क्या है ; और

(ग) इन शिकायतों को दूर करने के लिये विभाग द्वारा क्या कार्यवाही की गई या की जा रही है ?

डाक और तार विभाग में उपमंत्री (श्री भगवती): (क) १९६०–६१—७७७२४, १९६१–६२—७५१०७।

(ख) सूचना उपलब्ध नहीं है ।

(ग) शिकायत के कारणों को दूर करने के लिये लगातार कदम उठाये जा रहे हैं । वास्तव में १९६१–६२ के दौरान दर्ज की गई शिकायतों की संख्या परियात के लगभग ५० लाख तक बढ़ जाने के बावजद भी कम हो गई थी ।

रेलवे फाटक

१०२०. **डा० राम मनोहर लोहिया :**
श्री राम सेवक यादव :
श्री किशन पटनायक :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ऐसा कोई नियम है कि रेलवे फाटक लगातार दस मिनट से अधिक समय तक बन्द नहीं रहेंगे;

(ख) यदि हां, तो क्या सरकार को देर तक फाटक बन्द रहने की शिकायतें मिली हैं; और

(ग) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी): (क) रेल प्रशासनों को हिदायत दी गयी है कि समपार के फाटक केवल उतने ही समय के लिए बन्द रखे जायें जो रेल यातायात की जरूरतों के लिए नितान्त आवश्यक हो । रेलवे की जरूरतों के लिए समपार फाटक बन्द करने की अधिकतम सीमा आमतौर पर १० मिनट है, लेकिन अपवाद के रूप में कुछ मामलों में, जहां बहुत सी लाइनें और व्यस्त यार्ड हों, फाटक बन्द रखने का समय अधिक से अधिक १५ मिनट रखा गया है ।

(ख) प्रत्येक रेल प्रशासन के पास समपार फाटकों के बन्द होने और उसकी वजह से सड़क यातायात के रुक जाने की शिकायतें आती रहती हैं । ऐसे मामलों में रेल प्रशासन आवश्यक कार्रवाई करते हैं । कुछ शिकायतें रेलवे बोर्ड में भी आयी हैं ।

(ग) जैसा कि भाग (क) के उत्तर में कहा जा चुका है, जहां तक सम्भव है, आमतौर पर समपार फाटक १० मिनट से ज्यादा समय के लिए बन्द नहीं किये जाते, लेकिन १० मिनट की सीमा भी उन मामलों के लिए निर्धारित की गयी है जहां आवश्यक रेल यातायात को संभालने के लिए ५ मिनट का समय काफ़ी नहीं होता । १५ मिनट की अनुमति केवल उन्हीं मामलों में दी गयी है जहां ऐसा करना अनिवार्य हो ।

रेल प्रशासनों से कहा गया है कि जिन समपारों पर सड़क यातायात बहुत देर तक रुक जाने के कारण शिकायतें होती हैं, वहां फाटक के चौकीदार की सहायता के लिए संचार और अन्तर्पाश व्यवस्था में सुधार करने के बारे में यथाशीघ्र विचार करके उपयुक्त कार्रवाई की जाये, ताकि समपार के फाटक बहुत पहले से बन्द न किये जायें और वहां से गाड़ी के निकलते ही फाटक खोल दिये जायें ।

Calicut Port

1021. Shri Imbichibava: Will the Minister of **Transport** be pleased to state:

(a) whether the Kerala Government have submitted any scheme for the development of Calicut port during the Third Plan period;

(b) if so, the details of the scheme;

(c) the financial assistance given to the State for implementing the scheme; and

(d) the progress made in the scheme?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). The following schemes estimated to cost Rs. 10 lakhs has been included in the Central Sector of the Third Five Year Plan: *Provision of fixed electric wharf cranges on the north and south piers:*

(i) *North pier*—2 Nos. 5 ton cranes at 10' radius; one No. 2-ton crane at 20' radius.

(ii) *south pier*—Six Nos. 2 ton cranes at 20' radius, one No.—5 ton crane at 10' radius.

(c) So far, the State Government has drawn a loan of Rs. 1.60 lakhs.

(d) The work is in progress.

Purchase of land by S. E. Railway

1022. Shri Hari Vishnu Kamath: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that South Eastern Railway recently purchased some land in Kalumna near Nagpur;

(b) if so, for what purpose;

(c) to whom the land belonged and through whom it was purchased; and

(d) the price paid per acre and the prevailing price of land in and around that locality?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Land is being acquired contiguous to Kalumna station and yard though the price has not yet been finally determined.

(b) For current and likely Railway requirements including a Staff Colony.

(c) The acquisition proceedings relate to land belonging to three parties, namely, Shri Joshi, Bhosla Deosthan Committee and Pioneer Chemical Industries. The land is being acquired through the State Government under the Land Acquisition Act.

(d) The award for payment of compensation has not yet been given by the Civil authorities. The prevailing prices in the locality are not known to the Railway as the Railway has not purchased any other land in the vicinity in the recent years.

टेलीफोन डायरेक्टरियां

१०२३. **श्री विश्वनाथ पांडेय**
श्री ओंकारलाल बेरवा

क्या **डाक तथा तार** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार टेलीफोन डायरेक्टरियों को हिन्दी तथा अन्य प्रादेशिक भाषाओं में प्रकाशित करने का विचार कर रही है; और

(ख) यदि हां, तो कब और किन-किन राज्यों में ?

डाक और तार विभाग में उपमंत्री (श्री भगवती) : (क) अंग्रेजी संस्करण के साथ कुछ टेलीफोन प्रणालियों की डायरेक्टरियां हिन्दी और कुछ दूसरी प्रादेशिक भाषाओं में प्रकाशित की गई हैं । अन्य टेलीफोन प्रणालियों के सम्बन्ध में मामला विचाराधीन है ।

(ख) (१) निम्न डायरेक्टिरियां हिन्दी में प्रकाशित की गई हैं :—
इन्दौर तथा जयपुर

(२) निम्न डायरेक्टरियां प्रादेशिक भाषाओं में प्रकाशित की गई हैं :—
अहमदाबाद (गुजराती)
गुजरात परिमण्डल (गुजराती)
मदुराई (तमिल)
आन्ध्र परिमण्डल (तेलुगु)

(३) परीक्षण के तौर पर दिल्ली टेलीफोन परिमण्डल की डायरेक्टरी हिन्दी में प्रकाशित करने का विचार है । उसे यथासंभव शीघ्र प्रकाशित कर दिया जायेगा ।

Employees in Northern Railway

1024. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of Class III employees appointed by the Northern Railway in 1962-63; and

(b) the number of Scheduled Castes and Scheduled Tribes among them?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) 1384.

(b) Scheduled Castes.....319
Scheduled Tribes.....Nil.

(There is no reservation for Scheduled Tribes on this Railway).

Cooperative Movement in Punjab

1025. Shri Daljit Singh: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether any loan or aid has been given by the Centre to the Punjab Government during the last five years to gear up the Co-operative movement there; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri Shyam Dhar Misra): (a) and (b). Yes, Sir. The following Central assistance has been given to the Punjab Government during the last five years for implementing co-operative development schemes:

(Rs. in lakhs)

Year	Loan	Subsidy	Total
1958-59	..	14·026	14·026
1959-60	7·858	10·720	18·578
1960-61	29·750	21·120	50·870
1961-62	32·260	11·920	44·180
1962-63	23·705	14·661	38·366

Emergency Landing of Air India Jet

1026. Shri Koya:
Shri R. Barua:

Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that a damaged Air India Jet plane made an emergency landing recently at Frankfurt;

(b) if so, the cause of damage to the plane; and

(c) the extent of damage?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) Yes, Sir.

(b) and (c). The accident is under investigation by the Civil Aviation authorities in Vienna. Their report is awaited.

Nagendra-Nagar Station.

1027. Shri N. R. Laskar: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 993 on the 27th August, 1963, and state whether any decision has been taken by Government regarding the renaming of Nagendra-Nagar halt station as 'Bazarght Station'?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): No decision has yet been taken. The matter has been referred to the Government of Assam and their reply is awaited.

Howrah-Bound 10-Down Doon Express

1028. Shri D. C. Sharma:
Shri Vishwa Nath Pandey:

Will the Minister of **Railways** be pleased to state:

(a) whether the Howrah-bound 10-Down Doon Express met with an accident when it hit against empty wagons stationed at Kastha railway station near Gaya on the Grand Chord line of the Eastern Railway on the 17th November, 1963; and

(b) if so, the cause of the accident and the action taken in the matter?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) On 17-11-63 at about 20:20 hrs. Down Gaya Pilot Goods was stopped due to operational reasons at the Down Home Signal of Kastha station. When it restarted, an empty wagon got detached from the train and remained behind on the track between the Down Warner and Home Signals.

Shortly afterwards, line clear was given to 10 Down Dehra Dun Express. While it was approaching Kastha station, it collided with the empty wagon which had got parted from the earlier goods train.

(b) The cause is under investigation. Action will be taken after cause has been ascertained and responsibility fixed.

सिंगरौली से कटनी तक रेलवे लाइन

१०२९. **श्री उटिया** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में सिंगरौली से कटनी तक रेलवे लाइन बनवाने हेतु सर्वेक्षण पूरा हो गया है; और

(ख) इस रेलवे लाइन के निर्माण कार्य को शुरू करने में विलम्ब का क्या कारण है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) और (ख). इस प्रायोजना का प्रारम्भिक इंजीनियरिंग सर्वेक्षण पूरा हो चुका है । लेकिन, अन्तिम मार्ग-निर्धारण सर्वेक्षण के दौरान मध्य प्रदेश सरकार ने सूचित किया कि वह सोन और बनास नदियों के संगम से आगे सोन नदी पर एक बांध बनाना चाहती है । ऐसा मालूम हुआ कि बांध के जलाशय का जो स्तर रखा गया है, वहां तक पानी भर जाने पर लाइन के निर्धारित मार्ग का काफ़ी हिस्सा पानी में डूब सकता है । राज्य सरकार और केन्द्रीय जल और बिजली कमीशन की सलाह से मार्ग के उस हिस्से का फिर से सर्वेक्षण किया जा रहा है जिस के जलाशय में डूब जाने की संभावना है । यह हिस्सा लगभग ८५ किलोमीटर लम्बा है । लाइन बनाने के लिए अविलम्बिता प्रमाण-पत्र (urgency certificates) मंजूर कर दिये गये हैं और तब तक लाइ के उस हिस्से का निर्माण शुरू कर दिया जायेगा जिस पर जलाशय का कोई प्रभाव पड़ने की संभावना नहीं है ।

शहडोल में स्टेडियम

१०३०. **श्री उटिया** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) १९६१ में मध्य प्रदेश के शहडोल जिले के सदर मुकाम शहडोल में तत्कालीन रेलवे मंत्री श्री जगजीवनराम ने स्थानीय रेलवे क्षेत्र में फुटबाल का स्टेडियम बनाने हेतु २० हज़ार रुपये देने की घोषणा की थी, उस सम्बन्ध में सरकार ने क्या कार्यवाही की है; और

(ख) क्या यह सच है कि इस स्टेडियम को विलासपुर में बनाने के लिए प्रयास किया जा रहा है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज़ खां) : (क) शहडोल में स्टेडियम बनाने के लिए रेल मंत्री ने २०,००० रुपये के अनुदान की जो घोषणा की थी, उसकी मंजूरी दे दी गयी है । मध्य प्रदेश के समाज कल्याण मंत्री ने भी इस काम के लिए इतने ही अनुदान की घोषणा की थी; इसलिए दक्षिण-पूर्व रेलवे ने शहडोल में स्टेडियम बनाने के लिए ४०,००० रुपये की लागत का अनुमान मध्य प्रदेश सरकार को भेजा है । स्टेडियम बनाने में जो खर्च आयेगा, उसका ५० प्रतिशत मध्य प्रदेश के हिस्से की रकम है । राज्य सरकार द्वारा इस रकम की स्वीकृति की प्रतीक्षा की जा रही है ।

(ख) ऐसी कोई योजना नहीं है ।

उज्जैन-आगर रेलवे लाइन

१०३१. **श्री कछवाय** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश के शाजापुर जिले में आगर से उज्जैन तक एक छोटी लाइन की गाड़ी चलती है ;

(ख) यदि हां, तो उस से सरकार को प्रतिवर्ष कितनी आय होती है और कितने

यात्रियों को उस से सुविधायें मिलती हैं; और

(ग) क्या यह भी सच है कि यह लाइन पिछले कई वर्षों से घाटे में चल रही है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) उज्जैन-आगर छोटी लाइन सैक्शन पर इस समय दोनों ओर से दो दो गाड़ियां आती-जाती हैं ।

(ख) और (ग). सूचना इकट्ठी की जा रही है और सभापटल पर रख दी जायेगी ।

जयपुर कांग्रेस अधिवेशन के लिए चीनी का कोटा

१०३२. **श्री कछवाय** : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जयपुर में हुए कांग्रेस अधिवेशन के लिये सरकार ने दो लाख रुपये की चीनी का परमिट दिया था और सब चीनी वहां पर समाप्त हो गयी; और

(ख) यदि हां, तो इतनी अधिक मात्रा में चीनी का कोटा किस आधार पर दिया गया था ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० थामस) : (क) और (ख). जी, नहीं । कलक्टर, जयपुर ने जयपुर कांग्रेस अधिवेशन के लिये केवल २२ बोरी शर्करा जिस का मूल्य २,६०० रु० था, का परमिट दिया था ।

उत्तर प्रदेश में छोटी सिंचाई

१०३३. **श्री विश्राम प्रसाद** : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार पूर्वी उत्तर प्रदेश में छोटी सिंचाई योजनाओं का काफी विस्तार करने का विचार कर रही है;

(ख) यदि हां, तो केन्द्र ने इस योजना की सफल क्रियान्विति के लिये वर्ष १९६२-६३ और १९६३-६४ में उत्तर प्रदेश सरकार को कितना धन दिया है; और

(ग) इस योजना की क्रियान्विति के लिये क्या विशेष कदम उठाये गये हैं ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० थामस) : (क) और (ख). राज्य सरकारों को आर्थिक सहायता देने के सम्बन्ध में १९५८-५९ से जो संशोधित कार्यप्रणाली लागू की गई थी उस के अन्तर्गत प्रत्येक राज्य सरकार को योजना के लिये जितनी केन्द्रीय सहायता मान्य है उसे 'कृषि उत्पादन' शीर्षक जिस में छोटी सिंचाई और भूमि विकास भी शामिल हैं के अन्तर्गत एक समूह राशि स्वीकार की जाती है । जिन क्षेत्रों में विभिन्न योजनायें क्रियान्वित की जानी हैं उन को चुनना और उन के सम्बन्ध में विस्तृत जानकारी देना राज्य सरकार का काम है ।

फिर भी पूछी गयी जानकारी उत्तर प्रदेश सरकार से प्राप्त कर ली गई है । राज्य सरकार ने सूचित किया है कि उन्हों ने चालू वर्ष से पूर्वी उत्तर प्रदेश में विशेषकर आजमगढ़, जौनपुर, गाजीपुर, और देवरिया जिलों में छोटी सिंचाई योजनाओं को काफी बढ़ावा देने का सुझाव रखा है ।

राज्य सरकार ने १९६२-६३ वर्ष की अवधि में विभिन्न गैर-सरकारी छोटी सिंचाई योजनाओं के निर्माण के लिये पूर्वी उत्तर प्रदेश के १५ जिलों के किसानों को १७१ लाख रुपयों की एक राशि ऋण के रूप में दी और चालू वर्ष में १४२.९० लाख रुपयों की एक राशि नियत की है । हाल ही में राज्य सरकार ने पूर्वी जिलों के किसानों को अग्रिम ऋण देने के लिये १००लाख रुपये की एक अतिरिक्त राशि मंजूर की है ।

(ग) निम्नलिखित विशेष कदम उठाये गये हैं:—

१. राज्य सरकार ने छोटी सिंचाई के लिये एक गतिमान कार्यक्रम की रूपरेखा बनाई है जो कि विशेषकर आजमगढ़, जौनपुर, गाजीपुर और देवरिया जिलों के लिये है ।

२. गैर-सरकारी छोटी सिंचाई के कार्यों पर काफी जोर देने के अतिरिक्त चालू वर्ष से दी जाने वाली सहायता को उपलब्ध करने और अपनाई जाने वाली कार्य प्रणाली को उदार किया जा रहा है ।

३. पंचायतों और सहकारी संस्थाओं को उचित प्रोत्साहन दिये जा रहे हैं ताकि सामुदायिक कार्यों के निर्माण के लिये उन्हें प्रोत्साहित किया जा सके ।

४. औद्योगिक यूनिट जो कि कुंओं में गहरे बोरिंग करने, गहरे बोरिंग करने वालों औजारों और स्ट्रेनर आदि का निर्माण करने के कार्य को करती हैं, को अधिक अन्न उपजाओ या औद्योगिक कार्यक्रम के अन्तर्गत ऋण के रूप में सहायता दी जाती है ।

रतलाम से मांडव तक रेलवे लाइन

१०३४. **श्री रतन लाल:** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे विभाग रतलाम या दोहद से बांसवाड़ा हो कर डूंगरपुर जिले (राजस्थान) में मांडव की फ्लोराइट की खानों तक एक नई रेलवे लाइन बनाने की योजना तैयार कर रहा है; और

(ख) यदि हां, तो योजना का ब्यौरा क्या है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Railway Intermediate Colleges

1035. Shri S. M. Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that 9th and 11th classes of Higher Secondary Schools are equal from the view of teaching standard to the 9th, 10th and 11th clases of Railway Intermediate Colieges; and

(b) if not, the classes in which the students can be admitted in the Railway Intermediate Colleges after passing 9th and 11th classes of Higher Secondary Institutions respectively?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) There are only two Railway Intermediate Colleges, both located in the State of Uttar Pradesh, **one** at Tundla and the other at Moghalsarai. In these Colleges classes IX, X and XI are equal from the point of view of teaching standard to classes IX, X and XI respectively of Higher Secondary Schools.

(b) Does not arise.

Tele-Communications System in J. & K.

1036. { Shri Abdul Ghani Goni: / Shri Gopal Datt Mengi:

Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether there are general complaints about telecommunication system in Jammu and Kashmir State; and

(b) if so, the steps being taken to improve the same?

The Deputy Minister in the Department of Posts and Telegraphs (Shri

Bhagavati): (a) There had been some complaints regarding:

(i) Local Telephone Service at Srinagar & Jammu.

(ii) Trunk Service from Srinagar to Jammu and beyond.

(b) A new automatic telephone exchange at Srinagar was commissioned on 23-10-63. Reconstruction and strengthening of Srinagar-Jammu trunk lines have been completed in September, 1963. These measures have reduced the complaints relating to Telecom. service in J. & K. for installation of Micro-wave equipment in J. & K. for stable trunk service have been approved.

Bridge on Mahananda

1037. Shri C. K. Bhattacharyya: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that two of the wells of the bridge on National Highway No. 34 over the Mahanada at Malda, now under construction have tilted;

(b) if so, what steps are being taken for putting them right; and

(c) when the bridge was scheduled to be completed and when it is expected to be completed now?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

Railway Engines

1038. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) the number of engines that failed during traffic on broad gauge and metre gauge lines during the last three years;

(b) the causes of these failures according to the enquiry reports; and

(c) the measures Government propose to take to reduce the percentage of failures to the minimum?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is laid on the table of the House. [*Placed in Library. See* No. LT-2006/63].

(c) Each case of engine failure is fully investigated by an Officer of the Division personally and is subsequently further examined by Headquarters' Officers so that the real causes are correctly established and remedial action correctly directed. The following measures are taken to reduce engine failures:—

(i) The possibility of defective design is further investigated where necessary by the Research, Designs & Standards Organisation after examination by the railways and necessary changes in design are decided upon and effected not only on the railway where the failures have occurred but also on all railways.

(ii) Material failures are analysed and examined by the Chemist & Mettallurgist so as to determine any defects either of the specification for material or of the treatment of the material during manufacture and service. Corrective action is taken by the Railways to overcome such defects.

(iii) Locomotives are given periodical overhaul at regular intervals in the Workshops and all the work turned out by the Workshops is subject to inspection by a well developed Inspection Organisation to ensure requisite quality of Material and workmanship. Each case of failure due to any defect in work turned out by Workshops is taken up and the staff responsible therefor are suitably dealt with.

(iv) Preventive maintenance is done in sheds in accordance with the standardised schedules. Inspection Organisation at incoming and Outgoing points in the sheds also ensures the locomotives being in good fettle when turned out for service. Responsibility for defective work in sheds resulting in failure: can, therefore, be pin pointed and where staff are found responsible, deterrent punishment is given.

(v) With regard to cases of mismanagement by crew, intensive and regular training and refresher courses are insisted upon to improve the quality of the staff. Frequent footplate inspection by Loco Inspectors, Fuel Inspectors etc. besides inspection by Officers, help to improve the level of engine-manship of the crew. Where, however, staff are found to have been responsible for failures, suitable disciplinary action is taken against them.

(vi) Incidence of engine failures due to bad coal has been improved by the development of inspection of loco coal by an Inspection Organisation under the Railways and also by keeping a careful check on the quality of coal received and promptly taking up cases of sub-standard supplies. Besides this, more careful training of staff in fuel, economy and footplate inspection by Fuel Inspectors help in the staff being able to manage engines efficiently with different supplies of coal as are received.

(vii) Engine failures due to bad water for locomotives are controlled by external and, more frequently, internal treatment of water where quality of loco water warrants it. Regular systematic examination of boiler water as well as regular boiler wash out schedules have assisted in considerably reducing such cases.

(viii) In order to improve maintenance and reduce cases of engine failures, adequate supplies of spare parts to sheds are essential and railways have intensified their efforts in maintaining full supplies of requirements. A regular organisations of imprest schedules and supplies assist in maintaining continuity of supplies and recently particular attention is being paid to ensure them.

Post Offices

1039. Shri Yajnik: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) the number of additional Post Offices sanctioned for the big cities of Gujarat having population of more than one hundred thousand during the last three years; and

(b) the number of post offices actually opened?

The Deputy Minister in the Department of Posts & Telegraphs (Shri Bhagavati): (a) and (b).

Year	Number sanctioned	Number opened
1961-62 . .	1	1
1962-63 . .	22	13
1963-64 . . (upto 27th November, 1963)	15	1

National Highway from Pachmarhi to Bhopal

1040. Shri Hari Vishnu Kamath: Will the Minister of **Transport** be pleased to state:

(a) whether a proposal to construct a National Highway from Pachmarhi

to Bhopal *via* Sardia is under the active consideration of Government; and

(b) if so, the details thereof?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). The road connecting Pachmarhi with Bhopal *via* Sardia is a State road. Its development is, therefore, primarily the responsibility of the State Government concerned. The Government of India do not have any proposal under consideration for the declaration of this road as a National Highway.

Air-Strip at Pachmarhi

1041. Shri Hari Vishnu Kamath: Will the Minister of **Transport** be pleased to state:

(a) whether a proposal to build an aerodrome or air strip at Pachmarhi or nearabout is under the active consideration of Government; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) No, Sir.

(b) Does not arise.

Package Programme in Cachar District

1042. Shri N. R. Laskar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the progress made so far in implementing the package programme in Cachar District in Assam;

(b) the nature of difficulties if any, faced by the authorities in implementing the programme; and

(c) the total amount spent on the programme so far?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). A statement is laid on the Table of the House [*Placed in Library. See* No. LT-2007/63].

Telegraph and Telephone Facilities

1043. Shri P. R. Patel: Will the Minister of **Posts and Telegraphs** be pleased to state the names of villages of Mehsana district (Gujarat) having a population of 5,000 or more and not connected with telephone or telegraph?

The Deputy Minister in the Department of Posts & Telegraphs (Shri Bhagavati): The information is given in the statement laid on the Table of the House. [*Placed in Library. See* No. LT-2008/63].

Gur

1044. Shri P. R. Patel: Will the Minister of **Food and Agriculture** be pleased to state the quantity of gur imported in Gujarat by rail and road from 1955 to this year year-wise, from other States of India, State-wise?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): The quantity of gur jaggery and gur shakkar imported into Gujarat by rail from various states during the period April, 1962 to March 1963 was as follows. Separate figures for Gujarat are not available for earlier years.

Imported from	Quantity in tonnes
1. Andhra Pradesh	12,927
2. Assam	27
3. Bihar	309
4. Maharashtra	1,03,130
5. Delhi	15,186
6. Kerala	53
7. Madhya Pradesh	538
8. Madras	15,557
9. Mysore	4,491
10. Orissa	492
11. Punjab	14,992
12. Rajasthan	1,675
13. Uttar Pradesh	68,927
14. West Bengal	186
TOTAL	2,38,490

Overbridge in Itarsi

1045. Shri Hari Vishnu Kamath: Will the Minister of **Railways** be pleased to state:

(a) whether the plan to build an overbridge at the level-crossing in Itarsi, Central Railway has registered any progress;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). The scheme for a Road overbridge in place of the existing level crossing at Mile 463| 12-13 in Itarsi—Bhopal section was tentatively proposed by the State Government for execution during 1965-64. The actual location of the Bridge has not yet been settled by the State Government who will also have to furnish complete details of the scheme to enable the Railway to finalise the plans and estimates.

(c) Does not arise.

Deviraj Cotton

1046. Shri Firodia: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Indian Central Cotton Committee had concluded that the bulk of Deviraj Cotton was only suitable for the production of 30 counts and it could not take the place of imported long steple cotton; and

(b) if so, the steps Government propose to take to improve the quality?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Spinning tests carried out in the Technological Laboratory of the Indian Central Cotton Committee on samples of Deviraj Cotton collected from 22 places in Gujarat and Maharashtra States have given spinning values varying between 32 and 50 Highest. Standard Warp Counts. The question as to how for this cotton can replace imported cottons of equivalent staple length is currently under examination.

(b) Bringing about improvement in the quality of Indian Cottons is a continous process. At present, three schemes financed by the Indian Central Cotton Committee are functioning in different parts of the country for evolving cottons even superior to Deviraj.

Fishing Harbours

1047. Shri Imbichibava: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of fishing harbours in the First, Second and Third Five Year Plans earmarked for each State:

(b) the number out of them already completed; and

(c) the reasons for not starting the work of such a fishing harbour at Ponani in Kerala State?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) The number of fishing harbours to be developed in each State during the Second and Third Five Year Plans is indicated below. No such scheme were included in the First Five Year Plan:

State	II Plan	III Plan
1. Gujarat	1	9
2. Maharashtra	1	1
3. Mysore	2	5
4. Kerala	1	6
5. Madras	2	4
6. Andhra Pradesh	..	2
7. Orissa	..	6
8. West Bengal	..	2

During the Second Five Year Plan, none of the Fishing Harbours could be completed and all of them have been included in the programme under the Third Five Year Plan.

(b) Three of them have already been completed, *viz.*, Veraval (Gujarat), Cuddalore (Madras) and Neendakara (Kerala).

(c) Ponani, which has been included in the Third Five Year Plan, was visited by an F.A.O. Expert in 1961.

He has recommended a hydrographic survey of the site. The layout plan can be drawn up only after the survery is completed.

Coastal Shipping

1048. Shri Imbichibava: Will the Minister of **Transport** be pleased to state:

(a) whether Government have considered the possibility of increasing the efficiency of coastal shipping and for mechanising the existing merchant boats; and

(b) if so, with what result?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). Presumably information is required in respect of sailing vessels plying on the coast. Government have approved in principle a scheme for granting loans for construction of modern scientifically designed sailing vessels and for mechanisation of existing sailing vessels. It has, however, not been possible to implement the scheme so far because the original scheme of giving loans direct to the sailing vessels owners was subsequently revised and it was proposed to give the loans to the various maritime State Governments concerned who should advance the loans to the sailing vessels owners on their own responsibility. The State Governments have since agreed to this proposal but difficulty has now arisen because our expectation that indigenous marine diesel engines required for the sailing vessels would become available early during the Third Plan period have not materialised so far. The feasibility of importing marine engines is being explored, before the loan scheme can be implemented.

राष्ट्रीय राजमार्ग

१०४९. **श्री बालमीकी** : क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) सितम्बर, १९६३ में भारी वर्षा और बाढ़ों के कारण कौन कौन से राजमार्ग क्षतिग्रस्त हुए;

(ख) इस से कितने मील के राजमार्ग प्रभावित हुए ;

(ग) कितने पुल तथा पुलियां बह गये; और

(घ) कितने धन की हानि हुई ?

परिवहन मंत्रालय में नौवहन मंत्री (श्री राज बहादुर) :(क) से (घ). सूचना इकट्ठी की जा रही है, और यथासमय सभा पटल पर प्रस्तुत कर दी जायेगी ।

ग्रांड ट्रंक रोड

१०५०. **श्री बाल्मीकी** : क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) सितम्बर, १९६३ की अधिक वर्षा और बाढ़ के कारण ग्रांड ट्रंक रोड-उत्तर प्रदेश के किन किन भागों में जलमग्न हो गयी थी;

(ख) किन किन स्थानों पर टूट गई थी;

(ग) क्या यह सच है कि पिछले कुछ सालों से उस की दशा अच्छी नहीं है; और

(घ) यदि हां, तो इस के क्या कारण हैं ?

परिवहन मंत्रालय में नौवहन मंत्री (श्री राज बहादुर) : (क) उत्तर प्रदेश में ग्रांड ट्रंक सड़क के निम्न सूचित भाग राष्ट्रीय मुख्य मार्ग में शामिल हैं :—

१. राष्ट्रीय मुख्य मार्ग संख्या २४ का दिल्ली गाजियाबाद सैक्शन;

२. राष्ट्रीय मुख्य मार्ग संख्या २ का कानपुर से उत्तर प्रदेश, बिहार सीमान्त सैक्शन । गाजियाबाद और कानपुर के बीच की सड़क राज्य मुख्य मार्ग है ।

दिल्ली सीमा और गाजियाबाद के बीच में ग्रांड ट्रंक सड़क ६ / ८ और ७ / १ मील पर

६ इंच पानी में और ८ । ४ मील पर ६ इंच पानी में डूब गई थी ।

(ख) राष्ट्रीय मुख्य मार्ग के सैक्शनों में कहीं पर भी टूट फूट नहीं हुई ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

Flag Stations

1051. Shri P. R. Patel: Will the Minister of **Railways** be pleased to state:

(a) whether any rules or conditions are laid down which guide the Railway Administration to grant or refuse request to open a flag station on a branch or main line; and

(b) the number of flag stations opened during the last five years within three miles of a regular station?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The Railway Administrations are empowered to open flag stations under the following conditions:

(i) When the proposal is financially justified; and

(ii) in the case of areas other than suburbs the proposed site is at least 5 Kms from the stations on either side.

When the above conditions are not fulfilled, a flag station may be opened as a passenger amenity under the orders of the Railway Board if the Railway Administration is satisfied that there is justification for its opening on grounds of volume of traffic.

(b) 29 flag stations have been opened on the Indian Railways during the last five years ending 1962-63 within three miles of an existing station.

P. & T. Advisory Committees

1052. { Shri N. R. Laskar: / Shri Ramachandra Ulaka:

Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether the decision to establish P & T advisory committees at divisional level in every State has been enforced by all the States; and

(b) if not, the reasons therefor?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Advisory Committees have been formed in some Postal Divisions only so far. It is intended to constitute such committees on an all India basis.

(b) Certain points of interpretation have been raised in regard to the constitution of these Committees. These are being examined and clarified. The committees will be constituted shortly.

Railway Line Connecting Gorakhpur with Maharajganj

1053. Dr. Mahadeva Prasad: Will the Minister of **Railways** be pleased to state:

(a) whether a preliminary survey to construct a railway line connecting Gorakhpur (N. E. Railway) with Maharajganj, Thunthibari and Nichlaul was undertaken a few years ago;

(b) if so, with what result; and

(c) whether Government propose to construct a Railway line in Maharajganj Tehsil of Gorakhpur district?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). No survey for such a rail line has previously been carried out. However, preliminary engineering and traffic survey for a metre gauge line from Captainganj to Thuthibari *via* Maharajganj (41.24) miles) was carried out in 1915. Captainganj is already connected by rail to Gorakhpur. The cost of the line was then assessed at about

Rs. 18.6 lakhs, with an anticipated return of 5 per cent. The present-day cost is likely to be 12 to 15 times as much, and the Project, therefore, will be unremunerative.

(c) No such proposal is included in the Railways' programme of construction for new lines for the Third Five Year Plan.

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12 hrs.

OBITUARY REFERENCE

Mr. Speaker: I think, hon. Members must have read this morning the news about the sad demise of the Maharaja of Sikkim. Of course, we deeply mourn the loss of a friend of ours. He was a benevolent ruler in whose incumbency the State made marked progress. I am sure, the House will join me in conveying our condolences to the bereaved family and to the Government and the people of Sikkim. I will request hon. Members to stand in silence for a minute.

The Members then stood in silence for a short while.

12.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

EXPLOSION IN A RAILWAY WAGON AT AJNI NEAR NAGPUR

Mr. Speaker: I have received notices from many hon. Members. Shri Mani Ram Bagri is the first signatory. He may read it.

श्री बागड़ी (हिसार) : मैं रेलवे मंत्री का ध्यान निम्न अविलम्बनीय लोक महत्व के विषय की ओर आकर्षित करता हूं और चाहता हूं कि वह इस सम्बन्ध में अपना वक्तव्य दें :

"नागपुर में मालगाड़ी के डब्बे में हुआ विस्फोट जिसके फल स्वरूप ३२ व्यक्ति घायल हुए और मकानों व रेल के कारखानों को नुकसान"

The Minister of Railways (Shri Dasappa): May I crave your indulgence to make my statement in English?

Mr. Speaker: Yes.

Shri Dasappa: On 2-12-1963 at 10.05 hours, a covered wagon CR No. 51176 repacked at Ajni transhipment shed for Itarsi Junction containing detonators, potassium chlorate and military stores exploded while standing in one of the yard lines in Ajni Marshalling Yard.

2. This wagon was repacked in the Ajni transhipment shed on 29-11-1963. It was a van made up with dangerous goods and sealed for Itarsi with 63 cases, details of which are given below:

43 cases of detonators booked from Itwari (Nagpur).

(41 to Tanakpur, N.E. Rly, 1 to Solon, 1 to Joginder Nagar).

20 cases of potassium chlorate from Salt Cotaurs to Kanpur.

1 case of military stores from Salt Cotaurs to Chandigarh.

3. The explosion of the wagon caused damage to 20 other wagons including heavy damage to 3 wagons containing full pressed sotton, rolled paper and bitumen. There was also some damage to track, telephone and telegraph wires, railway quarters and staff quarters of the Government Medical College nearby. The damage to property in the Railway premises is estimated to be approximately Rs. 1.60 lakhs.

4. Thirty-two persons received minor injuries. Of these, twenty-eight were Railway employees, two members of Railway employees' families and two outsiders. No one was seriously injured.

5. Twenty-four persons were given first aid and discharged. Remaining eight of the injured persons have been admitted in the hospital and they are progressing satisfactorily and are expected to be discharged in a day or two.

6. On receipt of the information, a Member of the Railway Board left by Night Air Mail Service for Nagpur to study the matter on the spot.

7. The cause of the explosion is under investigation. A Senior Scale Officers' Enquiry has been ordered and the Committee will be assisted by the Chief Inspector of Explosives and a representative of the State Police.

श्री बागड़ी : इसका तरजुमा हिन्दी में करवा दिया जाये ।

Shri Dassapa: I will place it on the Table. It is not available just now.

अध्यक्ष महोदय : नोटिस बहुत शार्ट था, उसी वक्त मैं ने भेजा और कहा कि आज ही इस बारे में बयान दिया जाये । इस वास्ते वह तर्जुमा नहीं हो सके । जैसा कि मैं ने कहा था वजह मेजन से यह सारा डिस्क्लोजर हो सकेगा । मुझे यह भी मालूम है कि बागड़ी जी कुछ कुछ अंग्रेजी समझ सकते हैं ।

श्री बागड़ी : यह मेरे साथ ज्यादती है । पर अध्यक्ष महोदय का हुक्म तो मानना ही पड़ेगा ।

मैं माननीय मंत्री महोदय से यह बात जानना चाहता हूं कि जब इस किस्म की चीजें रेल द्वारा भेजी जाती हैं जिन में आतिश ज्यादा लगती हो जैसे बारूद वगैरह, तो इस के अहतियात के लिए कोई कायदे कानून हैं और अगर हैं तो क्या उन को इस मामले में काम में लाया गया या नहीं ?

Mr. Speaker: The House would like to know whether there are any rules and regulations with regard to the loading of such explosive material and whether those rules and regulations were in the present case also observed or not.

Shri Dasappa: There are fairly specific rules with regard to the loading of explosive material. I would not like to pre-judge the results of the investigation. On the face of it, it looks to us that there has been some deviation from those rules.

अध्यक्ष महोदय : कायदे कानून तो बने हुए हैं लेकिन उन की पाबन्दी की गयी भी या नहीं इस का पता तो तहकीकात के बाद ही लगेगा यह उनका कहना है । लेकिन उन को शक है कि शायद उस में कुछ फर्क रहा हो ।

श्री यशपाल सिंह (कैराना) : एक्सप्लोसिव मैटीरियल के डब्बों को खड़ा करने के लिए अलग यार्ड होता है । क्या उन लोगों से जवाब तलब किया गया जिन्होंने इस डब्बे को गलत जगह खड़ा किया ?

अध्यक्ष महोदय : तहकीकात के बाद मालूम होगा कि उन से गलती हुई या नहीं ।

Shri Dasappa: These are just the things under investigation.

Shri Warior (Trichur): May I know how long these bogies were detained in Ajni and why they were detained for so long there without despatching them immediately because there was explosive material and military stores loaded in them?

Shri Dasappa: The date is given. It was loaded on 29th November, 1963 and this occurred yesterday.

श्री सरजू पाण्डेय (मरसा) : मैं यह जानना चाहता हूं कि इस ऐक्सीडेंट में कितने रुपये का नुकसान हुआ है ?

अध्यक्ष महोदय : वह तो कह दिया ।

Shri Jashvant Mehta (Bhavnagar): There were series of accidents in the last two years. May I know what

[Shri Jashvant Mehta]

precautionary measures have the Railway authorities taken after the discussion on railway accidents in Parliament last year?

Shri Dasappa: Though I do not know exactly what steps have been taken, I am pretty sure that due attention of the persons responsible for such things has been drawn by the Board.

Shri Swell (Assam—Autonomous Districts): It has been said that the explosion was so violent that the houses half a mile around were rattled, and besides doors, windows, glasses and ventilators being damaged, many houses had cavings in them rendering habitation in those houses rather dangerous. Have Government asked the people in those houses to move out and has alternative accommodation been provided to them?

Shri Dasappa: I may tell the hon. Member that the persons residing in some of those houses have already resorted to that measure. Those who feel that the buildings have become a little dangerous to live in have already moved out. There is no necessity, therefore, for us to tell individually the people residing in the various quarters to move out.

Shri P. Venkatasubbaiah (Adoni): May I know whether the officer of the Railway Board who has been deputed to go there and inquire into the causes of this accident has been instructed to go into the extensive damage that has been caused not only to railway property but to the other property in the town also?

Shri Dasappa: The person who has been deputed to go is a member of the Board, and he is a very responsible officer, and he is the highest officer that we can think of in the Board. I am sure he will look into all these matters. There was no necessity to give him any terms of reference as to what he should enquire into and so on. I am sure he will go into all these matters.

Shri Kapur Singh (Ludhiana): May I know whether Government have examined if the general unsatisfactory state of affairs prevailing in our railway transport system which leads to frequent incidents of this kind has not something to do with the personnel recruitment policies followed since Independence?

Shri Dasappa: I am afraid I cannot vouchsafe for such a general statement like that, that such incidents or accidents have been happening so often. In fact, what is agreeably pleasant to notice is that there are very few of them. I am sure what my hon. friend says about recruitment has nothing to do with the accident in question.

Shri P. R. Chakraverti (Dhanbad): May I know whether it is a fact that a big chunk of twisted iron sheet of the exploded wagon was sprung in the premises of the Central Jail three furlongs away, and if so, whether Government have been assured that no inmate of the jail has been injured?

Shri Dasappa: Luckily, it looks as though none of them has been injured.

Shri D. C. Sharma (Gurdaspur): What is the method which the railways adopt for alerting the station masters about the transit of a wagon like this and also in alerting the engine-driver and the guard about the nature of the contents of a wagon which is moving along the track? Is there any specific method by which they are alerted, and in this particular case, were they alerted like that when this wagon was attached to that goods train?

Shri Dasappa: In the first place, I must say that the driver and the guard do not come into the picture at all. It was in the marshalling yard where the transhipment was taking place and these were loaded into the wagon

that this accident took place. The wagon was stationary at the time of the occurrence.

Shri D. C. Sharma: My question has not been understood, I think, by the hon. Minister. When a wagon loaded with explosives is attached to the goods train, are those people alerted about it?

Mr. Speaker: The hon. Minister says that in this particular case there was no question of alerting anybody, as it was in the yard where the wagon was standing that the accident took place.

Shri D. C. Sharma: Even if it were in the yard, the station master and all those persons concerned should have been alerted. If they are not alerted, how can you stop this kind of accident?

Mr. Speaker: Of course, that would have been done.

श्री ओंकार लाल बेरवा (कोटा) : श्रीमन्, मैं जानना चाहूंगा कि क्या यह सच है कि जिस यार्ड के अन्दर ये वैगन खड़े हुए थे उस यार्ड पर उस टाइम में पहरा किसी अहिन्दू का था अर्थात् किसी मुसलमान का पहरा था ?

Mr. Speaker: That will be known after the inquiry. It cannot be said now. He was asking who was the guard at that time.

Shri Dasappa: So far as our information goes, there was no particular person on guard at the yard.

Shri H. N. Mukerjee (Calcutta Central): In pursuance of what Shri Sharma had asked, I want to find out, if I may, that before this particular wagon.....

Mr. Speaker: I cannot allow him a question. That would be a departure from the rules. I am sorry.

Shri H. N. Mukerjee: Could I make a submission?

Mr. Speaker: Yes.

Shri H. N. Mukerjee: When apropos of a calling-attention matter, certain things come before the House, they are I presume in possession of the House; that is to say, if in pursuance of certain answers given to a calling attention matter, a certain matter comes up there, which the House desires to take notice of, is there an obligation that the House should be precluded from exercising that desire? I wish to say so because on many occasions this has happened. All that I do want to say is this. You have been good enough to permit a large number of questions whenever these calling attention matters crop up; and it is a good habit that some Members of this House be clubbed together so that they can get an opportunity to put questions. But it has often happened that after a calling attention matter is raised, a certain question comes up of which the House as a whole is entitled to take notice. And sometimes I have noticed my hon. friend, Prof. Ranga, also drawing your attention to this aspect of the matter.

I do not wish to hear my voice in this House—I have heard it often enough. So it is not because of wishing to obstruct the proceedings that I am saying these things. I do not wish to ask the question which you have disallowed, but I do wish you to give some attention to this aspect of the matter.

Shri Ranga (Chittoor): Before you give your ruling, may I say that I entirely agree with what Prof. Mukerjee has said just now? The other day I also drew your attention to it and said that I was not quite in agreement with the line that you had followed till now.

May I make one small suggestion? In the light of all these questions and answers, would it not be at least useful to the House if you make one small concession, that either the leaders of the Groups....

Some Hon. Members: No, no.

Shri Ranga: ....or anyone else, who may be authorised by the leaders of the Groups, may be permitted to put a final question in order to clinch the matter? Otherwise, what happens? I know your usual answer—that the House has got many other opportunities of pursuing the matter. But that will take more time.

Mr. Speaker: I will not give that answer.

Shri Ranga: I am glad you are not going to give it now.

Therefore, it may be easier for us if you give us this much concession.

Mr. Speaker: This question was raised earlier also and I had replied to it. I explained then that in our rules it is laid down that after a calling attention notice has been answered, there would be no debate; and questions were also not allowed earlier. But I introduce it, relaxing the rule; I said I would allow those who sign it to put one question each. Now if it is objected to, I am giving this option to the House: that the first signatory would put the questions. Then I would not have to look and see who is the other signatory. I will make it open to the House, and after six or seven questions have been put, I will close it. The House can have one of these two options, anything that the House likes.

Shri Surendranath Dwivedy (Kendrapara): Every signatory must have the right to put the question.

Mr. Speaker: Then the present procedure would continue. Thank you so much.

Shri U. M. Trivedi (Mandsaur): A very pertinent point was raised by Prof. Mukerjee. Suppose some matter which affects the whole House as such arises from the answer given by the Minister or from the question put by a Member, would it not be proper to allow such a point to be raised in the House to have the clarification then and there instead of waiting for a further opportunity?

Mr. Speaker: I said I had no objection, but if I open it out to others also once, that would be a precedent, and I will be pressed again to follow that precedent in every calling attention notice. Therefore, I request hon. Members to consider that aspect.

Shri Ranga: Leaders need not give notice of these calling attentions, but give an opportunity to the backbenchers. I was only asking you to allow the leader if he thought it necessary to raise a particular point.

Shri Bagri *rose*—

Mr. Speaker: He will sit down when I am standing.

श्री बागड़ी : यह जो सजेस्टियन नेता लोग कर रहे हैं मेरे ख्याल में यह सिर्फ इसलिए है कि वे बिना काम किये हुए ही समय ले लें और साधारण सदस्यों को समय न मिले । इस समय आप ने सदस्यों को जो खुला चांस दे रखा है उस में हर एक सदस्य काम कर के समय ले सकता है । अगर यह सजेस्टियन मान लिया गया तो तीन चार लीडर ही समय ले लिया करेंगे ।

Mr. Speaker: For me there cannot be any discrimination between them. Of course, I have every regard for the leaders, and I do give them every consideration, but I cannot discriminate against the backbenchers.

Shri D. C. Sharma: May I submit very respectfully that leaders of groups do have their place, proper place, respected place, honoured place, in this House, and I have no objection to the place that they have, but I submit that these leaders should not have a place even in those things in which they do not take any interest. I submit respectfully that we employ people to type these questions....

Mr. Speaker: Is it needed after what I have said?

Shri D. C. Sharma: We type those questions, we have messengers to carry those questions to the Notice Office,

and we have a right first of all to put supplementaries. If it is thrown open to the House, these leaders will gobble up all those questions.

12.23 hrs.

REPORTED RESIGNATION FROM ESTIMATES COMMITTEE

Mr. Speaker: Order, order. Incidentally, because Prof. Sharma has spoken, I might refer to another subject that he raised some days ago.

Prof. Sharma stood up and said he had a point of order, that he had resigned from the membership of the Estimates Committee but still notices were being sent to him. I disallowed that point of order because it was no point of order at all, but I looked into the papers and made enquiries as to what that matter was which agitated Prof. Sharma, because I have great regard for him, and as a scholar I expect him to be very clear in the assertions that he makes. I have come to the conclusion, and I have found from the enquiries, that there is no resignation from Prof. Sharma. Let us hear Prof. Sharma.

Shri A. C. Guha (Barasat): May I make a submission?

Mr. Speaker: He will kindly sit down. Let me hear Prof. Sharma.

Shri D. C. Sharma (Gurdaspur): I thought I was not equal to the work of the Estimates Committee.

Mr. Speaker: I am not asking that. The question is whether he sent his resignation.

Shri D. C. Sharma: I sent my resignation to the Minister for Parliamentary Affairs.

Mr. Speaker: He sent his resignation to the Minister of Parliamentary Affairs and raises a point of order asking the Speaker to give a ruling.

Shri D. C. Sharma: Do we not ask you to give your ruling on the points of order raised here about the Ministers?

Mr. Speaker: I will read the resignation that he has sent to the Minister of Parliamentary Affairs: "Please permit me to resign my membership".... (*Interruptions*).

Shri D. C. Sharma: Mr. Speaker, I know English slightly. In English there are two ways of stating a thing—there is a blunt way and there is a polite way. I chose the polite way. If somebody does not understand the polite way, what can I do?

Mr. Speaker: Order, order. It is a reflection cast on the Chair. He is asking the permission of the Minister of Parliamentary Affairs as a Member of the Congress Party. I am not concerned with it at all. He knows very well that resignation can be sent to the Speaker and not to the Minister of Parliamentary Affairs. What has the Minister of Parliamentary Affairs to do with that? He ought not to have raised a point of order.

12.26 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORTS UNDER COMPANIES ACT 1956

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): I beg to lay on the Table a copy each of the following Reports under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Annual Report of the Mogul Line Limited, Bombay, for the year ended the 31st December, 1962, along with the Audited Accounts and the comments of the Comptroller and Auditor General of India thereon. [*Placed in Library. See* No. LT-1989/63].

(ii) Annual Report of the Shipping Corporation of India Limited, Bombay, for the year 1962-63, along with the Audited Accounts and the comments of

[Shri Raj Bahadur]

the Comptroller and Auditor General thereon. [*Placed in Library. See* No. LT-1990/63].

NOTIFICATIONS UNDER AIRCRAFT ACT, 1934

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): I beg to lay on the Table a copy each of the following Notifications under section 14A of the Aircraft Act, 1934, together with an explanatory note:—

(i) The Indian Aircraft (Fifth Amendment) Rules, 1963 published in Notification No. G.S.R. 1490 dated the 14th September, 1963.

(ii) Notification No. G.S.R. 1604 dated the 6th October, 1963 making certain amendment to the Indian Aircraft (Fifth Amendment) Rules, 1963. [*Placed in Library. See* No. LT-1991/63].

12.27 hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

'I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on Monday, the 2nd December, 1963, passed the enclosed motion concurring in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to amend the Slum Areas (Improvement and Clearance) Act, 1956. The names of the members nominated by the Rajya Sabha to serve on the said Joint Committee are set out in the motion.

MOTION

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to amend the Slum Areas (Improvement and Clearance) Act, 1956, and resolves that the following members of the Rajya Sabha be nominated to serve on the said Joint Committee:—

1. Mirza Ahmed Ali
2. Shri Dharam Prakash
3. Kakasaheb Kalelkar
4. Shri Piare Lal Kureel *urf* Talib
5. Shri B. Sri Rama Reddy
6. Shri Santokh Singh
7. Kumari Shanta Vasisht
8. Smt. Tara Ramchandra Sathe"

12.28 hrs.

MOTION *RE*: FOOD SITUATION—*contd.*

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri A. M. Thomas on the 2nd December, 1963, namely:—

"That the Food Situation in the country with particular reference to rice and sugar be taken into consideration."

There are also substitute motions. The hon. Minister would reply tomorrow.

Shri Warior (Trichur): If any of the States do not get sufficient representation during the debate, then they should be given a chance.

Mr. Speaker: I have taken care that every State shall be represented. Mr. A. P. Jain.

Shri A. P. Jain (Tumkur): Sir, I am reminded of an event almost some five years ago, in the month of December. The Food and Agriculture

Minister of the United Kingdom, Mr. Edward Heath entered my room and greeted me with these words: Mr. Minister, you must be the most worried man in the country. I took a split second to understand him and replied: you seem to speak from expreience. The next question he asked me was: how many Food Ministers have there been since Independence in India? I had to count: Dr. Rajendra Prasad, Mr. Jairamdas Daulatram, Mr. Munshi, Mr. Rafi Ahmed Kidwai. I was the fifth.

12.30 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

So, the average life of a Food Minister in India was found to be less than three years, and then Mr. Heath replied that in the United Kingdom the average life of a Food Minister was only two years and a quarter.

The Minister of Food and Agriculture (Shri Swaran Singh): That is enough for me!

Shri Tyagi (Dehra Dun): I hope it will not apply to the hon. Minister. (*Interruption*).

Shri A. P. Jain: When my successor Shri S. K. Patil occupied the office I wished him well, but unfortunately he has also not been able to exceed the period which I held as Food Minister. I wish all success to Shri Swaran Singh and I hope that he will continue to do justice to this department. The way in which he has started his work holds out the hope that he will be a successful Food Minister.

The difficulties about food are not only peculiar to this country. They exist in many other countries of the world. Among the communist country, USSR, at one time used to claim self-sufficiency. We used to hear about the vast State farms of Kazakhstan, but what do we find today? The USSR has to import large quantities of food from the capitalist countries of USA and Canada. We also heard about the big leap of China and that ended in a big disaster, and China had to import food from anti-Red countries. The same is the story of Poland. Perhaps there is only one country in the world which has been able to solve the food problem by controlling its population, and that is France.

A general look at the food problem of the world will show that only a few lucky countries which have vast areas but which have scanty population have food to export. Agriculture is a precarious occupation. The agricultural yields have to depend upon the vagaries of nature. America is one of the most advanced countries in the world, but last year, when there was a big frost the fruit trees of Florida died despite the night-fires which the farmers lit there. There are vagaries of nature in India too. In the years 1957-1958 there was a shortfall of 6·7 per cent. In 1959-1960 there was again a shortfall of 3.9 per cent. Last year, 1962-63, there was a shortfall of three per cent. There is a cyclic shortfall, and the country has to suffer.

I have been hearing the food debates for the last 15 years in this House and I find that much the same things are being repeated. I have read the food debate that took place yesterday and I find that there was not one single new point that has been made out.

Shrimati Renu Chakravartty (Barrackpore): The old thing is not implemented.

Shri A. P. Jain: The hon. lady should have a little patience, and she will know. Therefore, while I must not be understood to say that we do not need to make any efforts or we need to lessen our effort, that we should not try to control prices, that we should not take action against hoarders or against black-marketers, we must do everything that lies in our power. Yet it must be fully understood that food is a problem which must be judged in the context of what is happening in the

[Shri A. P. Jain]

rest of the world. We must be prepared to withstand a certain amount of hardship. In fact, instead of taking too much of a critical attitude we must give helpful suggestions and sympathise with the Minister of Food and Agriculture so as to enable him to solve the problem.

With these few remarks, I want to invite the attention of the Food Minister to two particular things. Of late we have become a little too import-minded. We have depended too much upon the imports of food from abroad. I think that is a bad policy. I think a little marginal pressure on the consumer, even if it causes a little irritation or inconvenience, is necessary, both in order to make the people realise the importance of economising food and to whip up agricultural production.

There has been a lot of talk in the House about the rise in prices. Undoubtedly there has been a rise in prices and also there has been black-marketing. It is no use denying that black-marketing in sugar is not taking place. In this very city of Delhi, today sugar has become scarce. It is being sold at a very high price. There has been a ban on the movement of gur from U.P. The price of *gur* in U.P. is Rs. 20 whereas in Delhi it is selling at Rs. 40 or Rs. 50 per maund. But even black-marketing, we have to judge from certain standards. USSR is a dictatorial country. It is a monolithic State possessed with powers which no democracy can ordinarily exercise. I want to refer to page 405 of Gunther's *Inside Russia Today*. Among the many tenets which Russia has adopted today, one of them is:

> "No accumulation of private wealth through conventional business processes, by buying cheap and selling dear..... Qualifications should however be made about several of these points. For instance, peasants sell a great deal of produce on free market and make profit thereby. A woman can knit woollen goods at home and sell on free market. (Of course, she can buy the wool from the State at a price set by the State.) Speculators do buy cheap and sell dear, but this is illegal and dealings on black market are severaly punished."

It must be said to the credit of USSR that strong action is taken against anti-social elements. While it is not possible to stop smuggling and black-marketing altogether, I would request the Minister for Food and Agriculture to give exemplary punishment to those who indulge in black-marketing or smuggling. It is one of my grievances that sufficiently strong action has not been taken in that direction. I know that it is impossible for any State to stop black-marketing or smuggling altogether. But to be easy or to be complacent about it would not be justified. So, I would request the Minister to be very particular about it and take very strong action.

Fortunately, democracy has great qualities. It has the great virtue of enabling men who enunciate theories while in the opposition of working out those theories when they come to the treasury benches. Here is a case which is very relevant to the present debate. Some years ago, a committee was appointed—Foodgrains Enquiry Committee—under the chairmanship of Mr. Asoka Mehta. He made some suggestions about control of food prices. One of his proposals related to the setting up of a Food Price Stabilisation Board. You will permit me to take the time of the House to read out a somewhat lengthy para from his report, because it is of great relevance. On page 81, para 6·16 of his report it is said:

> "We recommend, therefore, firstly, the setting up of a high-powered authority for the formulation of the policy for price stabilisation in general and determining the programme for enforcing it from

time to time and, secondly, the establishment of a suitable organisation to execute that part of the policy and programme framed by this authority as may relate specifically to purchase and sale operations in the field of foodgrains. The policy-making body may be called the 'Price Stabilisation Board' composed of representatives of the Ministries of Food & Agriculture, Finance, Commerce and Industry and Railways, Planning Commission and the Reserve Bank of India, with a Chairman of the status of Secretary to the Government of India. "Food, no doubt, forms the core of our price structure, but prices of competing crops like cotton or oilseeds and of industrial products like cloth, fertilisers, iron and steel etc., are all very important from the point of view of an effective price ploicy for the country and have to bear a reasonable relationship to food prices. It is only a high level authority as proposed above, which is properly integrated into the machinery of decisions within Government on economic questions, that will be able to deal effectively with the problem of price stabilisation. The Board should examine not only the food prices as such, but also the prices of all related consumer and producer goods, *e.g.*, cloth, oilcake, fertilisers, iron and steel, etc., study the various margins charged at different stages before sale to the cultivator and make appropriate suggestions."

Now, Sir, I happened to be the Food Minister at that time. I gave very serious and earnest consideration to this recommendation. Unfortunately, I did not find in myself enough of strength or intellect to implement this part of the recommendation of the Food-grains Enquiry Committee. When this matter came up for discussion in House, Shri Asoka Mehta was very angry. Now I look up anxiously to the time, and that time should be in the near future, when he can implement this recommendation. In theory the recommendation i good, it is commendable; but whether it can be enforced in practice is the question. It will require a very effective machinery. I wish him success. I would very much desire that he is able to set up this Board and stabilise the prices and thus put an example scheme before the world which others may copy. I expect him to do it soon and quickly.

An Hon. Member: How can he do it?

Shri A. P. Jain: He is the Vice-Chairman of the Planning Commission which lays down the policy.

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): It is the Ministry of Food and Agriculture which is charged with it.

Shri A. P. Jain: Then you do it.

Dr. Ram Subhag Singh: We will do it.

Mr. Deputy-Speaker: Order, order.

Shri A. P. Jain: Then, Sir, I come to the question of sugar. I am glad that the Minister of State, when he discussed the question of sugar talked in a very frank manner. The information he gave the House was that the total availability of sugar in the current year—by 'current year' he meant 1962-63 and 1963-64—was 32 million tons out of which there was a commitment of 4.38 million tons for exports in 1961-62. He also said there was another commitment of 5.22 million tons for export during 1962-63. Altogether it comes to 9·7 million tons.

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): It was not like that. I said that with the carry-over the total commitment came to 5.22 lakhs tons.

Shri A. P. Jain: I stand corrected. So the total commitment of export including the previous carry-over was 5·22 lakh tons. When this sugar was being exported we were exporting it

[Shri A. P. Jain]

at a heavy loss, though the situation today has changed, the world price of sugar has gone very high and we are making profits. But while we have to earn foreign exchange, we cannot altogether ignore the internal demands of the country. Sugar is an article of food. Any scarcity of food causes great scare in the country. I would request the hon. Minister to be very careful. I think it was a wrong policy to have exported the sugar in a quantity which we could not afford to do. I would request the hon. Minister to be very careful about this. First, he must look to the internal requirements because sugar is commodity which every living person in one form or another needs and it is only when excessive sugar is available that it must be exported. I hope he will look into the present commitments and reduce them to the very minimum. I know he realises its importance.

Now, the difficulty about sugar has not risen on account of reasons beyond the control of man. Much of it is due to the policy that was followed. Last year there was an order that the supply of sugarcane should be cut down by ten per cent. I remember a very wise advice once given by Eisenhower, the former President of the United States of America. He said: "Over-abundance is always better than scarcity. It is better to have plenty and waste rather than have scarcity and be short of supply". I think it was a mistake to have cut down the supplies artificially, and that is partly responsible for the scarcity that is occurring today. I hope the present hon. Minister will take lessons from that.

Mr. Deputy-Speaker: The hon. Member must try to conclude now.

Shri A. P. Jain: Sir, I will take only two or three minutes more.

There is another policy which was accepted last year. I spoke rather strongly about it and I repeat it again to the hon. Minister. The price of the sugarcane was linked with the recovery. Upon what factor does recovery depend? Recovery does not depend purely on the quality of sugarcane. It depends upon the efficiency of working of the factory. It depends upon the type of machinery which the sugar industry employs. I have some experience of it. I took up a very old and dilapidated factory at Doiwala and brought it under governmental management under the Industries (Development and Regulation) Act. That factory was a losing concern. (Sir, I will take only a couple of minutes. I want to complete this story. It is of great importance to the hon. Minister also.) I was saying that the factory was a losing concern. The price of sugarcane was fixed at Rs. 1-7-0. One year the Government of Uttar Pradesh recommended that it should be reduced to Rs. 1-5-0. We agreed to it with certain conditions. But the next year the sugar factory owner gave a notice to the cane growers that he was not going to run the factory. We took over the factory and we introduced certain improvements. For instance, we would not allow the cane to lie for 10 hours or 20 or 30 hours; we would crush the cane fresh as soon as it came. That gave us a higher recovery. That is what we could do and not the farmer. It is the fault of the factory owner if he allows the sugarcane to lie idle within the factory premises for a long time. Then, its rollers and other machinery were all imbalanced. We got them balanced. This sugar industry is an industry which, at least in Uttar Pradesh and Bihar, is owned by Marwaris and certain others who have paid little attention to renovation. Its machinery is outmoded with the result that recovery is very low. If the price of sugarcane is linked with recovery, the cane growers will suffer for the faults of the factory owners. I would request the hon. Minister to pay full and very careful attention to the question whether this vicious formula of linking recovery with the price of sugarcane in the present context of the working of the sugar industry should be allowed to work.

Now I come to my last point. The Ministry have been more or less giving out that they are going to reach the target of 33 lakhs tons of production this year. I have no doubt in my mind that this is an over-estimate, and perhaps it is being purposefully done. It is good to be optimistic, but it is not good to be too optimistic or misleading. I have some experience of the sugar industry and my own idea is that they will be lucky to reach a production of 26 lakhs to 27 lakhs tons this year. I have talked with some of the top industrialists, and they are of the view that the production may not be more than 24 lakhs tons. I wish the production should reach as high as possible, but in framing the policy the Ministry must be cautious. They should not be over-optimistic because over-optimism has created difficulties in the past. If this over-optimism continues, the distribution of sugar may create further difficulties.

There are many more points which I wanted to touch but, as the time allotted to me is limited, naturally, I cannot deal with all of them. I wish the new hon. Minister all success. I think, by and large, he has been trying to be very responsive to understand the feelings and the situation and meet it as best as he can. We must all co-operate with him in tiding over the difficult period that is ahead of us and help him in making his working a success.

श्री ह० च० सोय : (सिंहभूम) : उपाध्यक्ष महोदय, कल मंत्री महोदय ने यह ब्यौरा देते हुए बतलाया कि पिछले साल बिहार, उड़ीसा और अन्य कई इलाक़ों में फसल अच्छी नहीं हुई । मेरा तो अपना विचार इस सम्बन्ध में यह है कि कई ऐसे इलाक़ों में जहां बहुत बड़े पैमाने पर औद्योगिक धंधे हो रहे हैं वहां एक तरह का इमबैलेंस पैदा हो गया है । इस बात को मैं कई बार सदन में दुहरा चुका हूं इस खयाल से कि सरकार का ध्यान इस ओर आकर्षित करूं । मेरा अपना विचार यह है कि खेती के लायक जो जमीन है वह कई इलाकों में बहुत संकुचित होती गई है । उदाहरण के लिए मैं बतलाऊं कि मंत्री महोदय अपने राज्य में फौरैस्टेशन के सारे टार्गेट्स वह पूरा करना चाहते हैं । यह ठीक है कि हम लोगों ने इस देश में यह फैसला लिया है कि अपने योजना काल में अपने देश के एक-तिहाइ हिस्से में हम जंगल लगायें लेकिन कर यह रहे हैं कि ख़ास अपने राज्य के इलाक़े से वह इस फौरैस्टेशन की पालिसी को पूरा कर रहे हैं जिसका कि नतीजा यह हो रहा है कि उस इलाक़े में खेती लायक़ जमीन बहुत कम होती जा रही हैं ।

हमारे दक्षिण बिहार का वह इलाक़ा जहां एक ओर तो जमीन विभिन्न उद्योग धंधों के कारण और विभिन्न योजनाओं के कारण कम होती जा रही है और दूसरी ओर फौरैस्टेशन की वजह से भी खेती लायक़ जमीन कम हो रही है । जाहिर कि उस इलाक़े में औद्योगिक क्षेत्रों के बढ़ जाने से बहुत जल्द एक काफी बड़ी जनसंख्या निकल आयेगी जिसको खाद्य पदार्थों की ज़रूरत महसूस होगी और वह उसकी काफी कमी अनुभव करेंगे । मेरे कहने का मतलब यह है कि उस इलाक़े में इस तरह से एक इमबैलेंस क्रीएट हो गया है । खेती की पैदावार में कमी होने का एक बड़ा कारण यह भी है कि किसानों को उसके लिए बीज, खाद और सिंचाई आदि की समुचित व्यवस्थाएं मुलभ नहीं की जाती हैं । अभी पिछले साल जब हमारे यहां अकाल की सी परिस्थिति पैदा हो गई थी उस समय हम लोगों ने उस ओर मंत्री महोदय का ध्यान आकर्षित किया था कि हमें पर्याप्त मात्रा में खाद्य पदार्थ मिल सकें और वे उचित दामों पर हमें मिलें । उस समय हम ने यह आशा की थी कि बीज व खाद का वितरण का काम भी हमें मिल जायेगा ताकि किसानों को यह दोनों चीज़ें उचित मात्रा में हम पहुंचा सकेंगे लेकिन वैसा इतजाम नही हुआ, दोनों चीज़ें हमें नहीं मिल सकीं जिसका कि नतीजा यह हुआ कि इस साल की खेती लगाने में हमें काफ़ी कठिनाइयों का सामना करना पड़ा ।

[श्री ह० च० सोय]

एक चीज को मुझे देख कर बड़ी हैरानी होती है। जब राज्य के दूसरे इलाकों में बाढ़ आदि से काफी बर्बादी होने लगती है तो एक बड़ा भारी हंगामा हो जाता है कि उस के लिए इंतजाम हो लेकिन उसके विपरीत जब हमारे इलाके में इस तरह से अकाल की सी परिस्थिति पैदा हो जाती है तो उस के बारे में एक अजीब इनडिफ्रेंस सा ऐटीच्यूड दिखाया जाता है। मैं आशा करता हूं कि सरकार अपनी इस उपेक्षा नीति को बदलेगी और हमारे इलाके की भी दिक्कतों और आवश्यकताओं के प्रति सहानुभूतिपूर्वक ध्यान देगी। मैं तो कहूंगा कि सभी इलाकों में जहां भी अन्न आदि की कमी अनुभव हो वहां उस का सरकार द्वारा समुचित प्रबन्ध किया जाय।

कई इलाको में, खास कर हमारे इलाके में, पहाड़ी इलाके में छोटी छोटी सिंचाई की स्कीमों की व्यवस्था की जानी चाहिए। यह तो हम उम्मीद नहीं कर सकते कि वहां पर सिंचाई की बड़ी बड़ी स्कीमें की जायं लेकिन छोटी नदियों द्वारा सिंचाई की स्कीमें हो सकती हैं। लोगों के चाहने के बावजूद, आप के द्वारा रुपयों का इन्तजाम होने के बावजूद एक बहुत बड़ी दिक्कत हमारे सामने वहां यह आ जाती है कि इर्रीगेशन स्कीम्स की जो योजना बननी चाहिए, उसके लिए जो आवश्यक नापजोख होनी चाहिए वह नहीं हो पाती है। इसलिए मैं अपने मंत्री महोदय से अर्ज करूंगा कि बिहार राज्य के दक्षिणी हिस्से में इस बात की कोशिश करें कि वहां पर सिंचाई की छोटी स्कीमें बन सकें। उसके लिए वहां पर हमें सर्वे पार्टी चाहिए। वहां पर काफी नदियां हैं, उन का पानी बेकार जा रहा है, उस पानी का उपयोग सिंचाई की व्यवस्था के लिए किया जाय। जाहिर है कि पानी के बगैर इर्रीगेशन नहीं किया जा सकता है। मुझे आशा है कि मंत्री महोदय उन पहाड़ी इलाकों में सिंचाई की छोटी स्कीमों की व्यवस्था करेंगे।

पहाड़ी क्षेत्र में बहुत सी जमीन बंजर पड़ी हुई है। उस जमीन में बाजरे और ज्वार की खेती की जाय। वहां धान की खेती करते हैं। मैं समझता हूं कि उस पहाड़ी इलाके में बाजरा और ज्वार भी उगाया जा सकता है क्योंकि वहां की जमीन ऊंची है, पानी भी वहां पर काफी बरसता है और पानी ठहर नहीं पाता है। इसलिए उस इलाके में ज्वार और बाजरे की भी खूब खेती हो सकती है और इस का ऐक्सपेरीमैंट किया जाना चाहिए। जब राजस्थान जैसी जगह पर जहां थोड़ा पानी मिलता है, बाजरे की खेती होती है तो फिर हमारे इलाके में जहां कि पानी खूब बरसता है और जमीन ढलवां है वहां तो इन की खेती खूब हो सकती है। मैं आशा करूंगा कि खाद्य मंत्री महोदय उस पहाड़ी इलाके की तरफ विशेष ध्यान देंगे ताकि वहां की खाद्य समस्या को सफलतापूर्वक हल किया जा सके।

Mr. Deputy-Speaker: Shri Venkatasubbaiah is not here. Shri Kappen.

Shri Kappen (Muvattupuzha): Mr. Deputy-Speaker, Sir, the hon. Minister has presented a very rosy picture of the food situation. I wish it were as rosy as he presented. While I was listening to the debate yesterday some of the speeches reminded me of the story of six blind men who went to see the elephant. Some people were arguing that there was some shortage of rice in West Bengal and there was a rise in prices because the Chief Minister made some statement and patted the traders on their back. There is shortage of wheat in Soviet Russia. Is it because Mr. Khruschev went and patted the traders that there is a deficit in Soviet Russia? Again, it was argued that there is shortage of food because there is no proper control over production and distribution. There is acute shortage of food in China. Is it because there is no control by Government over production and distribution? When I heard

these arguments, I was reminded of the story of the fox which lost its tail.

13 hrs.

Some people in this country, it seems, are not prepared to take the lessons of bitter experience. Whatever it be, while speaking about the food situation we have to remember one important fact that so far as agricultural commodities are concerned which to a large extent depend upon the vagaries of the seasons, some shortage in supply is inevitable. Bearing this fact in mind if we look at the food situation, I think we have reason for satisfaction and happiness rather than for despondency and frustration. Even at the time of the Chinese aggression there was enough food in the country and the rise in prices was not abnormal. This gives us an assurance that so long as this regime continues in power, we are not going to face a food crisis in this country. But I do not mean thereby that we must be complacent about the shortage of food. We have to strain every nerve to improve the food situation.

What agitates our mind is not the little shortage that we see here and there, nor the rise in prices somewhere here or there, but the fact that despite the three plans agricultural production is lagging behind. That really is the problem that agitates our mind. It is really a matter for concern in this country where nearly 50 per cent of the national income and over 60 per cent of our exports are from the agricultural sector. The raw materials for the development of our developing industries also have to come from the agricultural sector. Therefore, naturally, any lag in the agricultural sector is a very dangerous thing and will have its impact on the developing economy.

What are the reasons for this lagging behind of the agricultural sector? Several reasons have been advanced. In my humble opinion the one reason —and the most important reason— for the lagging behind of the agricultural sector in production is the fact that this production has to come from millions of tiny farms in driblets and we have not been able to reach the millions of small farmers who are distributed over the farflung villages of this country. Our plans come from above. Our plans have not been formed from the grassroots. The agriculturist is the unit of agricultural production in this country and all through the years we have not been able to reach the agriculturist to make him plan-conscious and to energise him to produce more. Any attempt on our part to reach the agriculturist through the officers will, I am sure, only fail. An officer of whatever grade he may be, whether he is a village level worker or whether he is a block officer, whoever he may be, is bureaucratic in his outlook and he cannot approach the agriculturist and energise him to produce more. The only possible way is to energise the co-operative sector. This is the way to which particular attention must be paid by the Ministry.

I have got a concrete suggestion to make and that is that at least for the next plan, that is, the Fourth Plan, we must try to plan from the bottom or from the grassroots. Every service co-operative society in every village should formulate a production plan for every agricultural family within its area of jurisdiction. Incorporating all these family plans there must be a village plan and on the basis of the village plans every central bank and every district co-operative bank should formulate a production plan for the district and on the basis of that the State plan and the plan for the country as a whole must come. This will mean that the agriculturist will have something to do with planning in this country. He will understand why it is done and we will know what his credit needs are, how much of fertiliser is needed or how much of manure

[Shri Kappen]

is needed. We will learn these facts not as we do now, that is, from the lowest officers who simply sit in their offices and tabulate the information. So, I will request the Ministry to pay immediate attention to this and energise the cooperative societies to formulate the plans as I have suggested. This alone will energise the agriculturist and make him understand the necessity of producing more.

Then, it was suggested that adequate price support is a very necessary element in agricultural production. It is an admitted and widely known fact that not only in India but in every underdeveloped country the prices of agricultural commodities are the lowest at the time of the harvest and are at their peak some months before the harvest, so much so that the poor farmer is compelled to sell his produce at a very low price. Sometimes he sells his produce even before the harvest. If this state of affairs continues, I can assure the House that production is not going to increase in the agricultural sector. Unless we are prepared to guarantee to the farmer or to the peasant a reasonable price with a margin for him and his family to exist, we are not going to have more production. If we want more food to eat, certainly we have to pay the farmer something which will give him a margin to educate his child and to enable him to lead a decent life. Hence, the question of price support. By price support I mean the Government going to purchase his produce at the time of slump, that is, when the prices go down. I can assure the Government that they need not spend a pie. The mere threat that the Government is entering the market to give a proper price to the agriculturist is enough to boost up the prices. But then some people may say that the prices are high and that they must be kept very low. Prices must, naturally, be high because the agriculturist also must live. You want him to produce. But why should he produce? If you want to live a better life and if the living standard must be better, the agriculturist also wants to live a better life. What for is he sweating all the 365 days? It is to live a better life and to give a little better education to his child. Therefore pay him a reasonable price which gives him a margin for existence and for his needs. That is the most essential thing if you want agricultural production to increase.

Having said so much about that and my time being limited, I wish to speak a few words about our sugar position. With regard to sugar the hon. Minister was very optimistic when he said that during the current year we are going to produce or reach the target of 33 lakh tons. I agree with Shri Jain that the hon. Minister is rather optimistic. I do not want to disturb his optimism. Let him bask in the sunshine of optimism. But to make any policy on the basis of this estimate would be running into danger. That is the one warning that I wish to give him.

Another thing which I see with regard to sugar is that this Government has not got a definite and well-knit price policy. The Government's sugar policy has always been by fits and starts and they have always been tinkering with control and decontrol. The result is: disappointment and frustration. It is high time that at least in the matter of sugar the Government has a long-term policy because a long-term policy is very necessary for any planning whatsoever. Without a long-term policy, planning is impossible. On the other hand, it is no exaggeration to say that during the last 15 years, the Government's policy was dictated by short-term considerations. Some time back there was surplus of accumulated sugar in the hands of the industries and then the Government launched

upon a policy of curtailing production and the result is that there is shortage today.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Kappen: It is high time to have a long-term policy with regard to these matters. But when I speak of long-term policy, I do not mitigate the hazards and difficulties that are involved in it. Whatever be the difficulties and hazards, in spite of these things, it is highly necessary that there should be a long-term policy. If I had the time at my disposal, I would have briefly suggested the method of long-term policy that has to be adopted. But since my time is limited, I conclude with the observations that I have made.

श्री शिवमूर्ति स्वामी (कोप्पल) : उपाध्यक्ष महोदय, मैं खाद्य और शुगर की सिचुएशन के बारे में, जिस की बहस इस वक्त सदन के सामने हो रही है, अपने विचार रखना चाहता हूं ।

बावजूद इस के पन्द्रह सालों से जो नीति इस के बारे में चल रही है वह एक दूसरे के बिल्कुल खिलाफ है । एक डिपार्टमेंट में ही एक क्षेत्र से दूसरे क्षेत्र का सहयोग ठीक तरह से नहीं हो रहा है । परसों जो कोआपरेटिव कांग्रेस की बैठक दिल्ली में हुई थी उस ने भी अपने एक ठहराव में इस के बारे में कहा है कि :

"The Group generally felt that there was not adequate coordination between the cooperative organisation and other organisations like agriculture and community development which have an important role to play in the field of agriculture. To bring about a better degree of coordination, the Group recommended that the Coordination Committee should be set up at all levels with representatives from the various organisations working in this field. It was emphasized that there was need for increased coordination among cooperative agencies at all levels."

इस से साफ जाहिर होता है कि यह जो कोआपरेटिव कांग्रेस हुई उस में जो डेलिगेट्स आये थे वे भी गल्ले की मंहगाई की वजह से अच्छी स्पिरिट में जाने के बजाय अपसेट हो कर गये । उन को जो खाना दिया गया था वह इतना मंहगा था जिस का ठिकाना नहीं था । वहां हर एक आदमी से खाने का छः रुपया लिया गया जब कि शायद आम तौर से एक या डेढ़ रुपये में खाना मिल जाता है । रेलवे केटरिंग में भी डेढ़ रुपये में खाना मिल जाया करता है । मेरे कहने का मतलब यह है कि आज बिल्कुल एक दूसरे में कोआर्डिनेशन ठीक तरह से नहीं चल रहा है ।

मार्केटिंग के बारे में उस कांग्रेस में साफ तौर से कहा गया है कि जब तक ऐग्रिकल्चर और कोआपरेटिव मार्केटिंग को साथ साथ नहीं चलाया जायेगा उस वक्त तक रेट्स का सन्तुलन मुल्क में ठीक तरह से चलना मुश्किल है ।

इस के बाद मैं कहना चाहता हूं कि इस वक्त खाद्य की प्राइसेज और ऐग्रिकल्चर के बारे में जो नीति हमारी सरकार की चल रही है उस से साफ जाहिर है कि हम हर साल बाहर से गल्ला मंगा रहे हैं । जब तक हम यह अनाज इम्पोर्ट करते रहेंगे उस वक्त तक कभी भी यह ऐग्रिकल्चर की पालिसी सक्सेसफुल नहीं होगी । इस को तुरन्त ही बन्द करने की जरूरत है और अगर हमें अपनी अन्दरूनी पैदावार को बढ़ाना है तो ज्यादा से ज्यादा बढ़ाने की स्कीमों को हमें अमल में लाना चाहिये । तकरीबन १५६ मिलियन रु० का गल्ला हम लोग १९५५-५६ में इम्पोर्ट करते थे । अब हम १५११.७ मिलियन रुपये का इम्पोर्ट कर रहे हैं । इतना इम्पोर्ट अपने मुल्क के एग्रिकल्चरल मुल्क होते हुए

[श्री शिवमूर्ति स्वामी]

भी देख कर हमें बहुत ज्यादा अफसोस होता है ।

इस के बाद मैं खास तौर पर शुगर की नीति के बारे में चन्द शब्द कहना चाहता हूं । इस मुल्क में जो शुगर की नीति चल रही है, वह चाहे हमारे मंत्रालय की गलती से चल रही हो या सरकारी नीति की गलती से चल रही हो वह बहुत खराब है । मैं किसी किस्म की मुखालिफत की दृष्टि से ऐसा नहीं कह रहा हूं बल्कि एक मानी हुई बात इस हाउस के सामने रखना चाहता हूं । सन् १९६२ में इस मुल्क में इतनी ज्यादा शुगर हो गई कि इसी सदन में १० फी सदी कट की बात कही गई । १० फीसदी कम करने के सम्बन्ध में जो पालिसी अख्त्यार की गई उस के लिये कौन जिम्मेदार है, इस का इस हाउस में जवाब दिया जाय ।

मैं इस बात का भी जवाब चाहता हूं कि इतना इरिगेशन होने के बाद, इतना गन्ना पैदा होने के बाद, किस ने कहा कि फैक्ट्रीज को कम करने के लिये कम लाइसेंस दिये जायें । मुझे पता नहीं कि मिलओनर्स एसोसिएशन के इन्फ्लुएन्स की वजह से या मिलमालिकों और बड़े बड़े पूंजीपतियों के असर से या किस वजह से हुआ या लाइसेंसिंग कमेटी ने ही इतनी गैर जिम्मेदारी से काम किया, कि चार-चार पांच-पांच साल तक इस समस्या को हल नहीं किया गया । तीन-तीन साल से दरख्वास्त सरकार की फाइलों में पड़ी हुई है । यहां पर न सिर्फ १० फी सदी का कट किया गया बल्कि इसी पार्लियामेंट के सदन में ८ करोड़ रु० मिल मालिकों और शुगर फैक्ट्रीज के नुक्सान की वजह से भरपाई कर के दिया गया । इतना बढ़ावा होने पर भी जो नीति अमल में आज लाई जा रही है उस को देख कर मुझे शक होता है कि जो ३३ लाख टन के उत्पादन का अन्दाजा लगाया जा रहा है वह पूरा होगा । क्योंकि अभी जिन पन्द्रह कोआपरेटिव फैक्ट्रीज के लिये लाइसेंस दिया गया है वह भी अमल में नहीं लाया गया । सन् १९६० की पहली अप्रेल तक जो दरख्वास्त आई थीं वाकया यह है कि उन में से भी १०४ फैक्ट्रीज जो चीनी की हैं उन को लाइसेंस देने पर अभी तक विचार भी नहीं हुआ है । आज अगर आप लाइसेंस दें तो तीन या चार साल के बाद उन में प्रोडक्शन शुरू होता है । अभी जो मौजूदा साल में २५ या २७ लाख टन के प्रोडक्शन की बात कही जा रही है उस को भी मैं एग्जजरेशन समझता हूं । इसलिये मैं नये खाद्य मंत्री से अनुरोध करता हूं कि लाइसेंस देने की पालिसी में जो कंजूसी अख्त्यार की गई है उस को जरा लिबरल किया जाय । जो लोग आगे आते हैं वे अपने खेत की एरिया या उपज का अन्दाजा लगा कर ही दरख्वास्त आप के सामने पेश करते हैं । अगर किसान के यहां एरिया कम है और उस ने उस के हिसाब से ज्यादा मदद मांगी है तो आप उस को उतनी मदद मत दीजिये, लेकिन जिस के पास पांच एकड़ है, छः एकड़ या दस एकड़ है वहां के लाइसेंस देने में इतनी कंजूसी करना या इस को रेस्ट्रिक्ट करना मेरी समझ में नहीं आता है । अगर आप को रिकवरी के साथ प्राइसेज को चलाना है तो आप इस इण्डस्ट्री को नेशनेलाइज कीजिये । उसी वक्त आप रिकवरी के साथ इस को चला सकते हैं । बहुत सी जगह पर ऐसा होता है कि एक मालिक बैठा है जो कि कारखाने की कमी की वजह से, धन की कमी की वजह से अपने गन्ने की रिकवरी ठीक नहीं पाता है । मैं अपनी कांस्टिटुएन्सी की बात बतलाता हूं । तीन फैक्ट्रीज अभी वहां काम कर रही हैं । तीनों फैक्टरीज का रेट बिल्कुल अलग अलग हैं । गुजिस्ता साल तो ४३ रुपया दिया जाता था । फिर रिकवरी पर होने की वजह से उसका ४६ रुपया बढ़ गया । लेकिन उसी एरिया की जो कोआपरेटिव फैक्टरीज हैं वे उसी बसिस पर ५३ रुपया और बीस या २५ नया पैसा टन देती हैं । जो प्राइवेट फैक्टरीज

हैं और जिन के मैनेजिंग एजेंट मुरारका साहब हैं, वे ४६ रुपया और कुछ नये पैसे देती हैं। इसी तरीके से हासपेट की जो फैक्टरी है वह ५३ रुपये देती है।

मेरा सुझाव है कि या तो जो यह दो रुपये मन का फ्लैट रेट मांगा जाता है, यह दे दिया जाये या खास खास एरियाज के लिए एक यूनीफार्म फारमूला तैं किया जाये जिस के आधार पर गन्ने का मूल्य दिया जाये। मेरा सुझाव है कि खास खास एरियाज के गन्ने को लेबोरेटरीज में ले जाकर उन की रिकवरी का पता लगाया जाये और यह काम एडवाइजरी बोर्ड बना कर उनके जिम्मे किया जाये, और इन बोर्ड्स में केन ग्रोअर भी हों, जो कि रोज रोज जा कर देख सक और सही पता लगा सके कि कितनी रिकवरी होती है। आप एडवाइजरी बोर्ड बनाने के सुझाव से पीछे क्यों हटते हैं।

मैं खास तौर से अपने खाद्य मंत्री से कहना चाहता हूं कि यह जो विभिन्न फैक्टरीज द्वारा दिये जाने वाले दाम में चार चार और पांच पांच रुपये का फर्क है इस में किसानों की गलती नहीं है। इसकी वजह यह मालूम होती है कि उन मिलों की मैशिनरी में कुछ खराबी है जिससे रिकवरी कम आती है। उस को दूर किया जाना चाहिए।

आप के पास जो कोआपरेटिव फैक्टरीज के लिए एप्लीकेशन्स आती हैं, मैं समझता हूं कि आप उन पर सिम्पैथैटिकली विचार करते होंगे। लेकिन मेरा सुझाव है कि इन का फैसला जल्द से जल्द किया जाये ताकि उन पर जल्द अमल हो सके। जिन कोआपरेटिव सोसाइटीज का एक्चुअल शेयर जमा हो गया है उन को ही आप लाइसेंस दें। जो लाइसेंस आप तीन साल पहले दे चुके है, उन पर अभी तक अमल नहीं हुआ है। लाइसेंस देने वाली कमेटी को इस काम में खास तौर पर दिलचस्पी लेने की जरूरत है। अगर ऐसा नहीं होगा तो मैं समझता हूं कि शुगर की समस्या हल नहीं हो सकेगी। मेरा सुझाव है कि खास तौर पर जो कोआपरेटिव इंटरेस्ट सामने आते हैं उन को एनकरेजमेंट देना चाहिए और उन को प्रिफरेंस दिया जाये। और मिल मालिक भी जो रेशनलाइजेशन और एक्सपेंशन की स्कीमें आप के सामने पेश करते हैं उन को भी खास तौर पर स्टडी किया जाये।

मैं जिस इलाके से आता हूं वहां गन्ने का काफी एरिया है। उस को स्टडी करके मैसूर सरकार ने आप के सामने नक्शे भेजे हैं और जोन कायम किये हैं। वहां चार पांच फैक्टरीज लगने के बाद भी गन्ना बाकी रहता है। मेरा मतलब खास तौर से तुंगभद्रा एरिया से है। मेरी प्रार्थना है कि उस एरिया से जो भी आगे आते हैं शुगर फैक्टरी कायम करने के लिए उनकी दरख्वास्तों पर हमदर्दी से विचार किया जाये।

Mr. Deputy-Speaker: Now, Shri Tulshidas Jadhav. The hon. Member is absent. Then, Shri P. L. Barupal. He is also not here. Then, Shri D. D. Puri. He is also not here. Now, Shri P. C. Borooah.

Shri P. C. Borooah (Sibsagar): I thank you for giving me an opportunity to speak at this stage of the debate. When this subject of food production *vis-a-vis* price stabilisation comes up, the one question that comes uppermost in mind is the number of mouths that are to be catered for, because it has got a direct bearing on the drive for production of food.

According to the 1951 census, the population of our country was 369·93 millions, and according to the census of 1961, it went up to 437·36 millions. During a period of ten years, therefore, our population rose by 77·43 millions, which works out to an average of about 7¾ lakhs a year. Calculating at this rate, our population today must be nearabout 453 millions.

[Shri P. C. Borooah]

Then, again, along with this natural growth, there is also the infiltration of illegal infiltrants from the neighbouring country and also the influx of many refugees. These things have also to be taken into consideration when we consider the question of the drive for food production.

Now, let us see how our production has been faring. It is true that our food production is much higher than it was about ten or twelve years ago, but the increase in production has not been able to cope with the increase in the population figure. That is why so many charges of corruption, hoarding, blackmarketing, high prices etc. have been levelled on Government. Our food production in 1955-56 was 65·8 million tons, and it gradually went up to 79·7 million tons in 1961-62. Up till 1961-62, we did well, but then the production came down again to 77·5 million tons as on today, as against the Third Plan target of 100 million tons. While the population is increasing, our production is going down.

The same is the case with sugar which is also a product of food and other agricultural commodities in our country. And thus has arisen a very serious situation, and if we cannot check or tackle it properly, or fail to stop it then, not to speak of our much-talked of democratic socialism, even the very subsistence of the people will be at stake.

Now, let us see what our Third Plan has done so far as food production is concerned. So far as the outlay is concerned, a sum of Rs. 1281 crores was fixed, and compared with our resources, this amount was a fairly large amount. Today, we are in the middle of the Third Plan, and so far as the expenses are concerned, we have spent up till now about 50 per cent of the allocation. So far as the outlay and the expenses are concerned, probably we cannot say anything against what has been done. But let us see how the expenses were incurred. We find that the area benefiting from minor irrigation is 7 million acres. Soil conservation programme has been carried out in 4:4 million acres. Improved seeds have been distributed for 46 million acres. Green manuring has been provided for 12:3 million acres. Plant protection measures have been undertaken for over 6 million acres. The quantity of nitrogenous fertiliser supplied has been 450,000 tons a year. Intensive development of rice cultivation has been extended to 40 districts, and in respect of millets, it has been extended to 76 districts, and so on. These are very good measures which we have taken. In spite of all these measures, why have we not been able to boost up our production is the question? Not only have not we been able to achieve our target, but we have fallen short of the production which we had achieved at the end of the Second Five Year Plan. The main reason which is put forward for this shortfall is the vagaries of nature or unfavourable weather conditions. But this explanation is not always very satisfactory, because looking to Japan, we can see that despite extreme vagaries of nature, the yield there is many many times higher than ours. No country in the world can say that it is free from the vagaries of nature, not excluding U.S.A. which country has been giving us supplies of quite a lot of foodgrains every year. Then what is the reason? To me, it appears, there are two things: one the position of the cultivators, and the other the government machinery. I feel that we have not been able to give full incentive to the cultivators. So far as the government machinery is concerned, there also is a bad neglect. In our day to day life, we find that the government officials who come in contact with the cultivators go to them as their bosses with the result that in-

stead of the farmers feeling that they are co-operating with them and helping them out of their difficulties, they feel discouraged, they do not find the light they want from those officials. This does not help the farmers to grow more food, which they actually want to do.

There are different departments dealing with agricultural production. But quite often there is no co-ordination between them. This is another drawback in the setting of our production machinery.

So far as the farmers are concerned, they are interested in two things. They are interested in the land they till. They want to know what is their right on the land they till. They want that they should be owners of the land they cultivate. For ensuring this, land reforms are not only essential but long overdue. The land must belong to the tiller and the tiller must feel that it is his own land. Then he wil give his full attention to develop the land and make it yield the maximum.

The second thing is about the price he has to get for his produce. He must be assured that he is going to get a good price for his produce. If these two things are assured, I am sure nothing else will be necessary to boost our production. Automatically, the farmers will rise to the occasion and help the society in producing more and more food crop.

Again, so far as the government side is concerned, there must be co-ordination maintained amongst the different departments concerned with agricultural production, namely, the departments of food and agriculture, community development, co-operation and minor irrigation. All these departments should be put together so that one department may tackle all the problems of the agriculturists.

Our food prices are going up and up. If the price of Rs. 50 per maund of rice which was ruling in Calcutta at one time had gone to the farmers, I would have not had any grudge. But now although the price is high, the farmers are not getting any share of it. At least half of it should have gone to them, if not more. If there is more production, all these troubles of scarcity and high prices would automatically go.

So I say that these things should be gone into with meticulous care. The farmer should have his own land. He should feel that he is the owner of the land he tills. He should be assured of a minimum and good price for his produce.

Here I would take the opportunity to invite the Government's attention to the FAOS assessment of our production potential. I mentioned about it this morning also in the question hour. According to the FAO, food production could be raised four-fold in the Eastern region, the Lower Ganges—Brahmaputra basin covering Assam, Bengal and Bihar. The International Organisation concludes that this sub-region was one of the most highly favoured areas of the Far East with enormous agricultural potential. This region, therefore, needs special attention and intensified effort and if given its due, is capable of feeding the teeming millions of the country.

I would also like to mention here that if a permanent and dependable solution of the flood problem in Assam can be found, with its fertility, Assam alone is capable of feeding half of this big country of ours. So I would request the Minister of Food and Agriculture—although it is not directly his subject—to pay some attention to the problem of flood protection in Assam.

Lastly, I would say this. Food shortage is there along with our boosting up of production. We should also see that family planning is taken

[Shri P. C. Borooah]

in hand. At the same time, there should also be restriction on infiltration into our country along with deportation of illegal immigrants, so that we may have at least some less mouths to feed.

श्री सरजू पाण्डेय (रसड़ा) : उपाध्यक्ष महोदय, अभी थोड़ी देर पहले इस सदन के एक माननीय सदस्य ने कहा और कल भी बहस के समय कई सदस्यों द्वारा यह बात कही गई कि हिन्दुस्तान की खाद्य समस्या को अन्तर्राष्ट्रीय जगत से अलग कर के नहीं देखना चाहिए । यह भी कहा गया है कि जो देश अपने को आत्मनिर्भर कहते थे उन देशों में भी अनाज की कमी है । खासतौर से इस सिलसिले में सोवियट रूस का नाम लिया गया । मेरी यह शिकायत नहीं है कि उसका नाम क्यों लिया गया क्योंकि किसी भी देश में ख़ास अवसरों पर अन्न की कमी होती है । इसलिए अमरीका, रूस व कनाडा कहीं भी ख़ास अवसरों पर अन्न की कमी हो सकती है । मेरा तो कहना यह है कि खाद्य की समस्या राजनीति का प्रश्न नहीं है । बिलकुल सीधी बात यह है कि पिछले १५–१६ वर्षों से जब से हमारा मुल्क आजाद हुआ तब से यह संकट दूर नहीं हो रहा है । खुद कांग्रस के सदस्यों ने इस तथ्य को स्वीकार किया है और यह आवश्यक और वांछनीय हो जाता है कि हम इस संकट को बिलकुल एक राष्ट्रीय संकट की तरह देखें । यह पता होना चाहिए कि दरअसल यह अन्न का संकट हमारे देश में क्यों है जब कि सारी दुनिया में सब से अच्छी पैदावार हमारे मुल्क में हो सकती है । जमीन भी बहुत अच्छी है, मौसम भी मुआफिक है, फिर भी क्या वजह है कि हमारे देश में इतना खाद्यान्न पैदा नहीं होता कि अपने देश को हम आत्मनिर्भर बना सकें ? सरकार चाहे इस को माने या न माने, ज़िद्द भी तो उनको होती है, लेकिन यह हक़ीक़त है कि हमारे देश की खाद्य समस्या बहुत गम्भीर और चिन्ताजनक है, देश में खाद्य संकट बना हुआ है । इस समस्या को लेकर काफ़ी लोग परेशान हैं । अभी मैं अख़बार पढ़ रहा था । पंजाब, राजस्थान, और ख़ास तौर से पूर्वी उत्तर प्रदेश व बंगाल में भयानक खाद्य स्थिति उत्पन्न हो गयी है । इस सिलसिले में पहली बात जो मैं कहना चाहता हूं वह यह है कि अन्न की उपज तब तक नहीं बढ़ायी जा सकती है जब तक कि अनाज की उत्पादन करने वालों के हाथ में खेत न हों । स्वयं प्रधान मंत्री जी ने इस बात को स्वीकार किया है कि राज्यों ने अपने यहां इस सम्बन्ध में जो क़ानून बनाये हैं, जमीनों और खेती के बारे में, वे क़ानून अधूरे हैं, उन से उद्देश्य पूरा नहीं हो रहा है । जनता के हाथ में खेत नहीं गये जिसकी कि वजह से अन्न का उत्पादन बढ़ नहीं पा रहा है । दूसरे सिचाई के उपयुक्त साधनों का अभाव है । नहरें बनी हैं मगर उन में पानी नहीं है । ट्यूबवैल्स लगे हैं मगर काम नहीं करते हैं । खाली झूठ मूठ के आंकड़ों को तैयार करने में बड़ी तेजी दिखलाई जाती है ताकि लोगों को बेवकूफ बनाया जा सके । ट्यूबवैल्स लगा दिये गये लेकिन ट्यूबवैल्स ने काम किया या नहीं इस को कोई देखने वाला नहीं है । कागज में अलबत्ता यह दिखा दिया गया कि अमुक अमुक जगह इतने सिचाई के साधन बढ़ा दिये गये और उससे इतनी पैदावार बढ़ जायगी । अब इसकी कोई जांच करने वाला नहीं है कि वाक़ई वह पैदावार उतनी बढ़ी या नहीं । होता आमतौर से यह है कि नहरें बना दी गईं, अब उन में पानी आया है या नहीं इस को देखने वाला कोई नहीं है बस कागज में यह लिख कर संतोष कर लिया जाता है कि इतनी नयी नहरें हम ने बना दी । सच बात तो यह है कि सरकारी आंकड़े अगर पढ़िये तो उसमें पाइयेगा कि इतना गल्ले की पैदावार बढ़ गयी, सिचाई की सुविधा इदनी बढ़ गयी, अंडे व मछलियों का प्रोडक्शन इतना बढ़ गया और कपड़े का प्रोडक्शन इतना बढ़ गया है लेकिन यह सब पैदावार आखिर बढ़ी है तो कहां बढ़ी है इस का उन में कोई पता नहीं रहता है । जब गल्ला

कम पैदा होता था, तो रुपये का बीस सेर गेहूं मिलता था। अब जब कि ज्यादा पैदा होने लगा है, तो रुपये का दो सेर बिकने लगा है। जब चावल कम पैदा होता था, तो सस्ता था, लेकिन अब जब कि वह ज्यादा पैदा होने लगा है, तो चावल का पता नहीं—दुकानों पर धरने लगते हैं, हड़तालें होती हैं, मारा-मारी होती है, गोलियां और लाठियां चलती हैं। समझ में नहीं आता कि सरकार कैसे आंकड़े तैयार करती है, उस की नीति क्या है और कैसे उस पर अमल करती है।

आज मुल्क में बड़े पैमाने पर चोर-बाजारी हो रही है और पुलिस की देख-रेख में चावल के ट्रक भर कर बाहर भेजे जा रहे हैं और खास तौर से वही देशभक्त इस काम में सब से आगे हैं, जो कि देशभक्ति का नारा लगाते हैं। मैं अपने जिले के बारे में जानता हूं कि यद्यपि वहां पर अभाव है, लेकिन फिर भी बिहार की सरहदों में चावल जाता है, दूसरी जगह चावल भर भर कर जाता है और पुलिस बाकायदा चावल के ट्रक पास कराती है। जो लोग इस की मुखालफत करते हैं, उनको डी० आई० आर० में बन्द किया जाता है। उन को डी० आई० आर० में बन्द नहीं किया जाता है, जो कानून तोड़ कर चावल को बाहर भेजते हैं। ऐसा कभी नहीं किया जाता है। मेरे जिले में चार आदमी इसी लिए निकाल दिये गए। मैं ने होम मिनिस्टर साहब को लिखा है कि किस तरह से यहां पर चावल, अन्न और शक्कर की चोर-बाजारी हो रही है। अगर उस की मुखालफत की जाय, तो मुखालफत करने वालों को बन्द किया जाता है। मगर उन लोगों को बन्द नहीं किया जाता है, जो कि मुल्क में सही मानों में चोर-बाजारी कर रहे हैं।

श्री रामेश्वरानन्द (करनाल) : वे पुलिस को पैसा देते हैं।

श्री सरजू पाण्डेय : अभी मध्य प्रदेश के बारे में मुझे मालूम हुआ कि वहां पर चावल और गेहूं दोनों सरप्लस हैं, मगर वहां पर लिया नहीं गया। इस साल वहां पर सरकार ने प्राक्योरमेंट किया ही नहीं, वहां के किसानों से गल्ला लिया ही नहीं गया। वहां की सरकार ने खुद कहा कि हम को इस बात की इजाजत दी जाय कि हम अपने पड़ोसी राज्यों को अपने यहां का सरप्लस गल्ला दें, मगर केन्द्रीय सरकार की ओर से कहा गया कि नहीं, आप खुद मत दीजिए, बल्कि व्यक्तिगत महाजनों को यह काम करने का अवसर दीजिए। मुझे मालूम है कि खुद केन्द्रीय सरकार ने यह नीति तय की है और यद्यपि मध्य प्रदेश सरकार वह सरप्लस गल्ला देने के लिए तैयार है। लेकिन केन्द्रीय सरकार देने के लिये तैयार नहीं है। वह चाहती है कि वह गल्ला सीधे राज्य के द्वारा न दिया जा कर प्राइवेट महाजनों के द्वारा दिया जाय। वह यह काम प्राइवेट महाजनों के हाथों में देने के लि बेचैन है। और नतीजा यह हो रहा है कि आज भी वह गल्ला वहां पर पड़ा हुआ है और उस का कोई उपयोग नहीं हो रहा है।

जहां तक गल्ले के अभाव का सम्बन्ध है, अगर कोई मौसम खराब हो जाय, तो वह बात समझ में आ सकती है। अगर कोई प्राकृतिक कोप हो जाय, तो वह भी समझ में आ सकता है लेकिन खुद सरकार ने भी स्वीकार किया है कि ऐसी बात नहीं है। कहीं कहीं कोआपरेटिव फार्मिंग की भी बात की जाती है। मुझे मालूम है कि जहां जहां को-आपरेटिव सोसायटियां खेती के लिए रजिस्टर्ड हुईं, वहां पर उन को जमीनें ट्रान्सफर नहीं हो रही हैं। उनको जो मशीनें दी जा रही हैं, वे डिफैक्टिव हैं। लोग दरख्वास्तें देते देते थक जाते हैं, लेकिन कोई कार्यवाही नहीं होती है।

इस सिलसिले में मेरा कहना यह है कि अगर सरकार चाहती है कि खाद्य समस्या हल की जाये, तो पहले भूमि सुधार ठीक तरह से लागू किया जाये, ताकि जमीन जोतने वालों को मिले। दूसरे, मुल्क में बड़े पैमाने पर जो चोर बाजारी हो रही है, उस को रोका जाय और जो बड़े बड़े जखीरा बाज हैं, उन को पकड़ा जाय। इस बात का बता लगाया जाय

[श्री सरजू पाण्डेय]

कि कौन लोग गल्ले को जमा करते हैं और उन के खिलाफ कार्यवाही की जाय। सरकार ने को-आपरेटिव फार्मिंग, सहकारी खेती, का जो नारा दिया है, उस पर भी वह ईमानदारी से अमल कराने की कोशिश करे। खाद्य के मामले में सिर्फ कागजी नारों से काम नहीं चलेगा अगर झूठ-मूठ आंकड़े तैयार कर के देश की आंखों में धूल झोंकने की कोशिश की जायगी, तो वही हालत होगी, जो कि आज है।

अब मैं गन्ने के बारे में दो चार बातें कहना चाहता हूं। पिछली दफा इस सदन में इस बारे में बहस हुई थी और लगभग ज्यादातर सदस्यों ने यह कहा कि रिकवरी के आधार पर गन्ने का भाव तय न किया जाय, तो उस जमाने के खाद्य मंत्री, श्री एस० के० पाटिल, ने फरमाया कि दुनिया भर में गन्ने से पैदा होने वाली चीज का दाम दिया जा सकता है, लेकिन डंठल का दाम नहीं दिया जा सकता है। हमारा यह कहना था कि यह डंठल नहीं है। सरकार रिकवरी के आधार पर जो दाम तय कर रही है, यह किसानों के प्रति महान अन्याय है, क्योंकि उस के सीरे और खोई को रिक्वरी में शुमार नहीं किया जाता। लेकिन जबर्दस्ती रिकवरी के आधार पर गन्ने का दाम तय किया गया।

अब इस गन्ने के बारे में सरकार ने जो पालिसी अपनाई है, उस से और भयानक हालत पैदा हो गई है। आप को मालूम होगा कि पिछले दिनों गुड़ का दाम ४० रुपये मन और ६० रुपये मन था। अब गुड़ का दाम १८ रुपये मन है। सरकार ने रोक लगा दी है कि एक जिले से दूसरे जिले में गुड़ नहीं जा सकता है। मुझे मालूम है कि एक बार जब मैं दिल्ली से जा रहा था, तो गाजियाबाद के पुल के उस पार रुपये दो रुपये गुड़ की मिठाई वगैरह बेचने वाले एक छोटे दुकानदार के पास एक सिपाही पहुंचा और कहा कि दिल्ली से बाहर मिठाई ले जाना मना है। वह बेचारा चिल्लाने लगा कि भैया, मैं रोज इसी तरह से बेचता हूं। लेकिन सिपाही ने कहा कि मिठाई दिल्ली से बाहर नहीं जा सकती है, ऐसा कानून है। उस ने उस आदमी से दो रुपये ले लिए, जो कुछ उस के पाकेट में था, वह ले लिया और तब उस को छोड़ा।

इस प्रकार गुड़ पर प्रतिबन्ध लगा की वजह से दो बातें हुईं—एक तो गुड़ का दाम गिरा और दूसरे, भ्रष्टाचार करने का पूरा मौका मिला। अगर कोई भी थोड़ा सा गुड़ ले कर जाता है, तो पुलिस वाले पहुंच जाते हैं कि गुड़ कहां ले जा रहे हो, यह कानून के खिलाफ है। नतीजा यह होता है कि वे उस गुड़ को दक्षिणा में ले लेते हैं और मौके पर ही दो चार रुपये घूस ले कर के ही उस की जान छोड़ते हैं।

जब पहले इस सदन में बहस हुई थी, तो मैं ने उस समय भी कहा था कि चीनी का सही पता सरकार को नहीं है कि हमारे मुल्क में चीनी कितनी है। हिन्दुस्तान के चीनी के व्यापारियों ने नारा लगाया कि उपभोक्ताओं को चीनी कम इस्तेमाल करनी चाहिये और इस के लिये उन्हों ने यह रास्ता बताया कि जब तक हमारे यहां उपभोक्ता चीनी कम इस्तेमाल नहीं करेंगे, तब तक बाहर के बाजारों के लिये चीनी नहीं मिलेगी आप को मालूम है कि आज-कल बाहर के बाजारों में चीनी का भाव चढ़ा हुआ है। इस लिये उन्हों ने यह नारा लगाया कि हमारे देश के उपभोक्ताओं के लिये चीनी मंहगी की जाय। असल पालिसी यही है, यह नहीं कि चीनी का अभाव है। चीनी आज भी है, लेकिन इस लिये कि देश के उपभोक्ताओं को चीनी न मिले, चीनी के व्यापारी चीनी मंहगी कर के बेचना चाहते हैं और इस के लिये वह सरकार पर दबाव डालते हैं। नतीजा

यह होता है कि कभी कभी तो चीनी किसी कीमत पर नहीं मिलती है । हमारे उत्तर प्रदेश में तो यह कहा गया कि चीनी आमदनी के आधार पर दी जायेगी । फर्ज कीजिये कि अगर एक आदमी की आमदनी पांच सौ रुपये या एक हजार रुपये माहवार है, तो वह ज्यादा चीनी पायगा और जिस की आमदनी कम है या नहीं है, वह कम पायगा । इस तरह से सरकार ने गरीबों, चाय के छोटे छोटे दुकानदारों और घर में खाने-पीने वालों पर चीनी के इस्तेमाल के सम्बन्ध में प्रतिबन्ध लगाने का रास्ता निकाला है। हालांकि कल यहां पर कुछ कहा गया, लेकिन जहां तक मुझे खयाल है, उत्तर प्रदेश के खाद्य मंत्री, श्री जगमोहन सिंह नेगी, ने पूर्वी उत्तर प्रदेश में अभी हाल में कहा कि अभी हम ने यह फार्मूला वापस नहीं लिया है, हम यही करने जा रहे हैं । पता नहीं ऐसा किया जायगा या नहीं, लेकिन अगर यह बात होगी, तो यह बहुत बड़ा अन्याय होगा । काश्तकार हड़ताल कर रहे हैं ।

श्री बागड़ी (हिसार) : माननीय सदस्य कोई ऐसी बात बतायें, जहां सरकार न्याय करती हो ।

श्री सरजू पाण्डेय : सरकार ने कहीं पर तो गन्ने का दाम १.६५ १ रुपया, ६५ नये पैसे तय कर दिया, लेकिन मिल वालों ने खुद ही कहीं कहीं दो रूपय देना शुरू कर दिया । गोरखपुर, देवरिया और बस्ती में, जहां बड़ी मिलें है, जो सब से गरीब इलाका है, किसान हड़तालें कर रहे है और मिलों को गन्ना नहीं जा रहा है सरकार की लाख कोशिश के बाद भी, जब तक किसानों की सही मांगों को पूरा नहीं किया जाय, लेकिन सरकार उन को पूरा करने के लिये तैयार नहीं है । खुद राज्य सरकार ने केन्द्र को कहा कि गन्ने का दाम दो रुपये मन तय किया जाये, लेकिन आज तक सरकार ने गन्ने का भाव तय नही किया है । नतीजा यह हो रहा है कि सब किसानों में असंतोष पैदा हो रहा है । गन्ना ही ऐसी फसल है, जिस को बेच कर किसान अपने शादी-ब्याहों और दूसरे कामों में आज-कल खर्च करते हैं, लेकिन सरकार ने गन्ने का दाम तय नहीं किया है ।

क्रशर वाले जो छोटे छोटे रोजगारी हैं, उन को भी मारा जा रहा है । सरकार ने एक दूसरी नीति तय की है कि गन्ना-मिलों को ज्यादा गन्ना मिले, लेकिन उस का उल्टा प्रभाव हो रहा है । लोग घरों में कोल्हू लगा कर गन्ना पेल रहे हैं और मिलों को देने के लिये तैयार नहीं हैं । अगर सरकार से कहा जाता है कि गन्ने का दाम दो रुपये मन तय किया जाये, तो वह कहती है कि चीनी मंहगी हो जायगी । मैं नहीं समझता कि चीनी मंहगी होने की कोई वजह है । यह बहुत पुराना फार्मूला है कि जितने आने मन गन्ना, उतने ही रूपये मन चीनी । सरकार ने कभी यह पता लगाने का प्रयत्न नहीं किया है कि गन्ने की पैदावार की लागत क्या है और कभी भी उस लागत को तय नहीं किया है । उस ने कभी भी यह तय नहीं किया है कि गन्ने और चीनी के दाम किस अनुपात से तय किये जाने चाहिये । बल्कि हमेशा यह होता है कि जब मिल वालों का दबाव पड़ता है, तो सरकार चीनी का भाव बढ़ा देती है । अब सरकार पर यह दबाव है कि चीनी मंहगी की जाये, तो वह उस को मंहगी किये हुए है, जिस के कारण सारे देश में हैजान मचा हुआ है ।

मेरा कहना है कि आज भी चीनी की कमी नहीं है । पिछली दफा मैंने जजेज़ की इस राय को क्वोट किया था — अब वह मेरे पास नहीं है— कि शूगर के व्यापारी अपने बैलेंस-शीट गलत तौर पर तैयार करते हैं और यह ठीक नहीं मालूम होता कि कितनी चीनी पैदा हुई । सरकार उस को देखने की कोशिश नहीं करती । मंत्री महोदय यहां

[श्री सरजू पाण्डेय]

बैठे हुए हैं । मैं उन से यह जानना चाहता हूं कि जब से संकट-कालीन स्थिति घोषित हुई है, तब से कितने लोगों के यहां जा कर गल्ला और चीनी बरामद की गई है और कितने ऐसे आफिसर्स को सजा दी गई है, जो खुले-आम ब्लैक-मार्केटिंग और चोरियां करवाते हैं । मैं जानता हूं कि ऐसा कोई रिकार्ड उन के पास नहीं है । लेकिन अगर ऐसा नहीं किया जाता है, तो लाजिमी तौर पर देश में इस संकट को हल नहीं किया जा सकता है । मेरा कहना है सरकार से कि आप इस को हल करना नहीं चाहते और इस को बनाये रखना चाहते हैं । आप अपने अपराध और पाप को छिपाने के लिये सारी दुनियां का नाम लेते फिरते हैं कि हमारे यहां ही नहीं वहां भी बहुत खराबी है । मुझे एक कहावत याद आती है । सिकन्दर के दरबार में एक डाकू पकड़ कर पेश किया गया । सिकन्दर ने कहा कि तुमने डाका डाला । उसने कहा कि मैंने ही थोड़े ही डाका डाला है । तुम फौज लेकर डाका डालते हो और मैं अकेले अपने हाथ से डाका डालता हूं । सिकन्दर ने सोचा कि बड़ा सच्चा आदमी है और कहा कि इसे छोड़ दो । जब हम आप से कहते हैं कि तुम्हारी खाद्य नीति फेल हो रही है तो आप कहते हैं कि रूस की भी फेल हो रही है, हम कहते हैं कि आप के यहां करप्शन है तो कहते हैं कि हमारे यहां ही नहीं है करप्शन, वह सारी दुनिया में है इस लिये करप्शन को रहने दो । मैं कहता हूं कि मुझ पर चार्ज लगाया जाय कि मैं डाका डालता हूं और कहूं कि मैं ही डाका नहीं डालता सारी दुनिया डाकू है, पहले उसे सजा दे लो तब मुझे सजा दो तो यह कहां तक ठीक है । आप आज हिन्दुस्तान की जनता के प्रति जवाबदेह हैं । रूस की जनता रूस की सरकार से पूछ सकती है लेकिन हम आप से पूछते हैं कि इस सरकार ने जो संकट बना रखा है उस के लिये जिम्मेदार कौन है ।

श्री पु० र० पटेल (पाटन) : वहां की जनता क्या पूछ सकती है ।

श्री सरजू पाण्डेय : नहीं पूछ सकती तो उस को मौका दीजिये, वह पूछ लेगी, नहीं तो आप जा कर पूछ आइये । उस देश की सरकार वहां की जनता के लिये जिम्मेदार है और आप हमारे लिये जिम्मेदार हैं । आप बतलाइयें कि इस संकट का आप के पास क्या हल है, किस तरह से आप मुल्क को खाना देना चाहते हैं, या नहीं देना चाहते हैं । अगर सिर्फ अपनी कमियों को छिपाने के लिये दुनिया भर का नाम आप लेते हैं तो यह पालिसी नहीं चलेगी । आप को खुद ही निश्चय करना पड़ेगा कि हमारे देश में अन्न की पैदावार कैसे बढ़े । और मैं कहता हूं कि जब तक मजबूती से आप कदम नहीं उठायेंगे तब तक लाजिमी तौर पर नहीं बढ़ेगी ।

सरकार से कहा जाता है कि अन्न का व्यापार वह अपने हाथ में ले ले । नहीं लेते, कहा जाता है कि कंट्रोल अगर आप करते हैं तो उस के लिये ठीक तरह से मैशीनरी कायम कीजिये लेकिन इस के लिये आप के पास मौका नहीं है । अगर कहा जाय कि मामलों की जांच कर के देखिये, तमाम लोगों को बुला कर पूछिये कि क्या रास्ता निकाला जाय, लेकिन इस के लिये अवसर नहीं है । कहा जाय कि सिंचाई के लिये रुपया दिया जाय तो उस के लिये आप के पास पैसा नहीं है । सिंचाई के लिये पैसा खर्च नहीं होगा लेकिन और दुनिया भर के फजूल कामों के लिये खर्च होता है । मैं कई बार सदन में कह चुका हूं कि आप जा कर देखिये ब्लाक कमेटियों के अन्दर कि किस तरह से फजूलखर्ची होती है । गांवों में जाकर देखिये । हमारे सूबे में सरकारी साधनों से केवल १३ परसेंट जमीन की सिंचाई हो रही है । बाकी जो सींचने लायक जमीन है उस के लिए सरकार के पास पैसा नहीं है लेकिन सरकार के पास इस बात के

लिये पैसा है कि दिन भर जीपें चलाई जायें और जीपों में बैठ कर सिनेमा देखा जाय। इस के लिये पैसा है वह फजूल खर्च किया जाय पाखाना बनवाने में, बैलों के लिये चरनी बनाने में, गांवों के दूसरे कामों में, लेकिन जिस से हमारे मुल्क की खास तरक्की हो सकती है उस के लिये पैसा नहीं है। इस लिये मेरा निवेदन यह है कि सिर्फ यह कहने से काम नहीं चलेगा कि सारी दुनियां में संकट है। मैं कहता हूं कि संकट हल किया जा सकता है और हिन्दुस्तान में इतने साधन और सम्पत्ति मौजूद है। हम सारी दुनियां को खाना देने भर को जमीन रखते हैं लेकिन आप की पालिसी की वजह से, गलत नीतियों की वजह से काम नहीं हो रहा है। आप की कोई पालिसी नहीं है, कोई नीति नहीं है। इस लिय हम लगातार देख रहे हैं कि कोई भी खाद्य मंत्री जो अब तक हुए इस देश की समस्या को हल नहीं कर सके। मैं नहीं कहता कि मंत्री के बदलने से समस्या हल होती है। मंत्रियों के बदलने से समस्या हल नहीं होती, चाहे किसी आदमी को बिठला दीजिये। जब तक नीतियां नहीं बदलेंगी तब तक काम नहीं चलेगा। चाहे इस मिनिस्टर को बना दीजिये चाहे उस मिनिस्टर को बना दीजिये, कोई फर्क नहीं पड़ता। फर्क तब पड़ेगा जब बुनियादी रीति से नीतियों को परिवर्तित कीजियेगा।

इस लिये मेरा आप से कहना है कि पहली चीज यह है कि आप भूमि सुधारों को लागू कीजिये, दूसरे किसानों के लिये सिचाई और खाद की व्यवस्था कीजिये, उन की जमीन को जोतने के लिये व्यवस्था कीजिये और जो चोरबाजारी और लूट हो रही है उस को मजबूती से पकड़िये। गन्ने के किसानों के लिये फौरन इस बात का एलान कीजिये कि २ रु० मन गन्ने का दाम दिया जाय क्योंकि काफी बड़ा हैजान पूर्वी यू०पी० में है और काफी मिलें बन्द हैं। मेरी सूचना है कि १४ या १५ मिलों के अन्दर गन्ना नहीं जाता। इस के लिये आप को जो व्यवस्था लानी चाहिये उस को तसलीम कीजिये। जो लोग चीनी के व्यपारी हैं और सही आंकड़े सरकार को नहीं देते हैं उन का पता लगा कर उन को पकड़िये और मैदान में लाइये ताकि जनता को मालूम हो सके कि आप इस सम्बन्ध में कदम उठा रहे हैं।

एक बात और कह कर मैं खत्म करूंगा। गुड़ पर जो प्रतिबन्ध आपने लगाया है यानी यह कि वह एक जिले से दूसरे जिले में जा नहीं सकता, इससे सिवा भ्रष्टाचार के कोई दूसरी चीज नहीं निकलती है। गुड़ मिलों में नहीं जाता और अधिकारियों को इस बात का मौका मिलता है कि वे किसानों को तंग करें और साथ ही साथ उनको परेशानियों में डालें। इसलिये गुड़ पर जो प्रतिबन्ध लगा है उस को पहले हटायें तब जा कर गन्ना मिलों में फिर जायेगा, वर्ना लोग जान बूझ कर उसे रोकते हैं। आप देखते हैं कि पश्चिमी जिलों में, जहां पर आपने डिफेंस आफ इंडिया रूल्स लगाये हैं वहां लोग अपना गन्ना बेचते नहीं हैं। इसलिये यह मेरा सुझाव है, और मुझे उम्मीद है, कि आप इस पर अमल करेंगे ताकि हिन्दुस्तान में जो हालत है वह बनी न रहे, वर्ना काफी अशान्ति बन सकती है और उसके लिये पूरी जिम्मेदारी आपकी होगी।

Shri P. Venkatasubbaiah (Adoni): Mr. Deputy-Speaker, let me join the chorus of congratulations to the Food and Agriculture Ministry . . . (*Interruptions.*) for boldly meeting the food situation in the country. As many speakers earlier pointed out, this problem confronts not only an underdeveloped country like ours but other countries which have made rapid strides in agricultural production. The U.S.S.R. which is scientifically and technologically advanced country is going with a beggar's bowl to America and Canada for import of foodgrains. What should be the position of India which has been struggling very hard in the last 16 years

[Shri P. Venkatasubbaiah]

after Independence to raise the socio-economic levels in this country? When we discuss these problems, we should view them objectively.

My only regret was that in the speech of Mr. Thomas yesterday there has been no mention of steps taken by Government to improve food production in this country. He just passed off with one remark that agricultural production could not reach the desired target of 100 million tons because of vagaries of monsoon. He did not elaborate it with statistics or figures. During the course of the Third Plan, many minor, medium and major irrigation projects have been implemented and nearly 22 million acres of land were brought under irrigation. He could not say whether that has resulted in increased agricultural production or whether his Ministry bestowed any thought on increasing per acre production. Even this morning while answering my supplementary question, Dr. Ram Subhag Singh said that nearly eighty per cent of the land did not get irrigation facilities. But we find from statistics given by Government themselves that area brought under irrigation is not 20 but 38 per cent. 18 per cent under major irrigation schemes and 30 per cent under assured rain fall make nearly 48 per cent of the total area. So, more attention should be bestowed on agricultural production. The recurring feature of our food debate every time is that we confine ourselves only to the import of foodgrains, internal availability and distribution to consumers. We do not bestow our thoughts to the ways and means of producing more. Even the Ministry does not seem to be serious about it. Figures about the import of foodgrains are given elaborately in this paper here. We have agreed to import 27065 metric tons of wheat and we have already imported nearly 18432 metric tons of wheat. So far as rice is concerned, we have almost imported the quota or the quantity for which we had entered into an agreement. So, taking into account the imported foodgrains in our country, the Ministry is satisfied and is complacent that they have done their job well. May I remind the Ministry that it is not only the duty of the Ministry to confine itself to the distribution of food alone but that it should pay more attention to agricultural production?

14 hrs.

Being the purveyor of food and raw materials for industry, agriculture occupies a position of outstanding importance in the national economy of our country. It is the backbone of the life of the people. It exercises a stabilising effect on the political life of a country. People engaged in agriculture are simple, honest and peace-loving, and are also straight forward, patriotic and contented. A happy and prosperous peasantry of the country is the best guarantee of political stability and economic progress of the country. Even in a predominantly agricultural country like India, the national income from agriculture comes only to 46·8 per cent. When this is the case, and when agriculture occupies an important role in our national economy, we should first try to solve the problem of the individual farmer rather than formulating big schemes on paper and not trying to implement them seriously.

Many a time the Prime Minister has spoken about this problem. Even yesterday, speaking at Madras, he has stressed this point more emphatically. He has stressed the per acre yield of the farmer rather than on extensive cultivation. We have to bestow attention more on intensive production than on extensive cultivation. This has been very often said. How far has this Ministry or the departments of agriculture in the States have bestowed their attention so far as this intensive form of production is concerned? There have been many pro-

blems which they were not able to tackle by taking a comprehensive view and trying to solve them. Even today, 16 years after independence, we are not able to guarantee the farmer a minimum guaranteed price, whether it is in foodgrains or in commercial crops. Even on a matter like crop insurance which concerns vitally the problem of the farmer, we are not able to tackle the problem. In Punjab, it was said that this has been experimented. We do not know what has happened. Many a time, on the floor of this House, this Ministry has been saying that crop insurance scheme will also be introduced in this country. Many of the schemes which have a national importance, and which have a good impact on agriculture and food production, have not been squarely met. That is my charge so far as this Ministry is concerned.

We must see that a co-ordinated effort is being made right from the village level to the State level. Community development, panchayat raj administration, food and agriculture, irrigation and power, and minor irrigation attached to the Ministry of Food and Agriculture—all these confuse any man and the attempts of the Ministry or the Government are diversified in many respects with the result that the farmer at the village level is not able to take advantage of all these agencies.

Even yesterday, the All-India Co-operative Congress passed a resolution which does not give any certificate to the performance either of the State Governments or the Central Government. An organisation like the All-India Co-operative Congress, after organising thousands of co-operative societies and federated and affiliated bodies in this country, comes forward and says that the amounts that have been given to the co-operative societies have not reached the real farmer or the weaker section of the community. If that is so, we have to say that there is a very sad sad state of affairs existing in the country. That is the reason why we should move or think in a very co-ordinated way and try to solve this problem.

I would ask the Ministry whether it has even now begun to make a co-ordinated effort in this matter and whether it has given thought to the effective implementation of land reforms in this country, and whether it has made any effort in regard to co-operative farming. Shri S. K. Dey, the Minister in charge of Co-operation, speaking the other day at the Co-operative Congress, did not even make mention of co-operative farming in this country. It has been the principle, the avowed objective, of this Government to encourage co-operative farming wherever it is necessary, but he has failed significantly and conspicuously by not mentioning anything about co-operative farming. He has been only saying that there should be no official interference; there will not be any official interference in the co-operative movement. I know what official interference means so far as the co-operative movement is concerned. Not only is it official interference, but I regret to point out that politics comes into play in matters relating to co-operative movement also. Unless politics is removed or divested from the activities of co-operators in this country, I emphatically say that co-operative movement is not going to make any headway. The co-operative movement as a whole is a good movement. This movement has to be implemented and more so at the village level, to step up agricultural production. Unless we have a dispassionate view, unless we are free from all the political inhibitions and fads and allow the co-operative movement to have a natural growth unhampered either by official interference or political interference, we will not be able to make much head-way so far as the co-operative movement is concerned. We must see that our politics which we have laid down are effectively implemented.

There are several other points which I do not want to go into, but I would only like to bring to the notice of the

[Shri P. Venkatasubbaiah]

Minister some of the problems of agriculture which have assumed gigantic proportions. I was saying about consolidation of holdings. Fragmentation has led to the utter ruination of the farmer as and when the land is being fragmented. The present position is nearly 60 to 80 per cent of the people own only less than an acre in this country. Only 15 to 20 per cent of the people own lands between one and five acres. That has been the sorry state of affairs. I have raised several times the question of consolidation of land holdings. The Government, in the name of emergency, have stopped giving the necessary grant to the State Governments so far as the consolidation of holdings is concerned. All these problems must be viewed in a very careful manner and they should see that the production of foodgrains is stepped up and more attention is devoted to it.

About the imposition of the levy on gur or the diversion of cane to *gur*, I feel honestly that the present imposition on *gur* is correct in the sense that Government is taking the necessary steps to see that *gur* is not being misused by anti-social elements for illicit distillation. The other day, when Shri S. K. Patil was the Minister of Food and Agriculture, I asked him about the diversion of *gur* to illicit distillation and he agreed and said that there was a large-scale diversion of *gur* for illicit distillation. So, I feel that the present restrictions on *gur* will be able to meet the demands of the people. Only, the anti-social elements come into the picture and take hold of the *gur* and that way the prices are going up. Government also should see that there is a proper distribution of *gur* through some consumer co-operatives and that it does not fall into the hands of anti-social elements.

About sugar production, Shri A. P. Jain has been telling that Government has got a very ambitious and optimistic estimate of sugar production in the coming years. He has given a warning that Government should have a proper assessment instead of an ambitious and optimistic assessment of the whole situation. In this connection, I would join with my hon. friend, Shri Sivamurthi Swamy and say that liberal licences should be given for sugar factories in the country to step up sugar production, so that we will be able to meet the internal shortage of sugar and export it to foreign countries also.

Shri Muthu Gounder (Tiruppattur) Sir, the price of rice has shot up to a very high altitude in Calcutta and West Bengal in September, October and November and perhaps this led us to have a discussion about rice price here. No doubt there was some rise in the price in other States also, even in Madras and other States. But when compared to the rise in price in Calcutta and West Bengal, the price rise was not so much in Madras and other parts.

When we go to analyse the conditions which have resulted in such high prices, we find that it is not the shortage of foodgrains alone which was responsible for it. In Calcutta and West Bengal, there were some stocks, but those stocks were not coming to the market unless the price was above Rs. 50 per maund. When the people of Calcutta and West Bengal took their own revolutionary measures, there was stock of rice and it came to the market. Now the market price there is said to be Rs. 30 per maund, so, we find that the reason for price of rice shooting up to a very high altitude is not always shortage. But the traders, especially in places like Calcutta, take advantage of the situation and want to profiteer. That is why the price has gone up in Calcutta to such an extent.

It is also true that production of foodgrains, especially rice, is going down. We have to accept that it is going down to some extent. Even in

pre-independence days, India was not a country which was self-sufficient in the production of rice. Then we were importing rice from Burma. Now we are importing rice not only from Burma, but from America also. It seems we are trying to get rice from Egypt also. This is the situation which has been prevailing for the past many years in India. But during the last ten years, we were trying our best and there is a vast increase in our production. In rice, there is about 30 per cent increase in production. For this, we have to pay our compliments to the Government, its machinery and to all concerned, more so to the farmers who produce paddy. But now the production is going down. In 1960-61, we were producing 33,658,000 tons of rice. In 1961-62 we produced 48,000 tons less, according to one account. In 1962-63, the production was 31,512,000 tons. So, our production has gone down by nearly 3 million tons.

Not only production is going down, but our per acre yield also is going down. That is a thing for which we have to be very sorry, because even if we loss the acreage under paddy production to some extent is would not affect much. But if our per acre yield goes down, it is a very dangerous phenomenon. For the last 75 years, we were gradually on the ascendancy as far as per acre yield was concerned. Ten years back, it was only 650 lbs. per acre. Till 1961, we were able to be on the ascendancy and we reached a peak level of 900 lbs. in 1960-61. But in 1962 the per-acre yield came down. Compared to the per-acre yield of rice in some other countries, we are very low. Our production was 1500 kg. per hectare in 1961-62. We were producing 1550 kg. per hectare in 1960-61. But the per acre yield in Egypt is 4700 kg. and in Japan it is 5000 kg. This is the per-acre yield in various countries of the world. So, unless we take necessary steps to increase our per-acre yield, we will be always in a dangerous position as far as rice is concerned.

Why are the agriculturists not producing as much rice? What is the reason? Is it because considerable acreage is now being shifted to other crops or because the ryots may not be so vigorous and they do not produce enough paddy? There are reasons for the low production. Compared to the prices of other commodities, the price that we give to a ryot who produces rice is too little. I would give international price of some commodities in other countries. Always sugarcane and cotton are the competitive crops for paddy. For sugarcane, the price now is 91 cents per Kg., in India whereas it is only 98 cents. per Kg. in United States. For rice, it is 8.2 cents per Kg in India, 20.5 cents per Kg in United States, 9.3 cents per Kg in Burma, 23.6 cents in Japan and even in Pakistan it is 16.7 cents per Kg. So, we are giving the minimum, lowest price to the rice producer of this country.

14.18 hrs.

[MR. SPEAKER *in the Chair*]

None else in any country in the world is getting as low a price as the paddy producer of this country is getting. So, where is the incentive for a farmer who is producing paddy in this country? How can we expect him to produce more? He would not do it. Whereas he is getting more or less the equivalent price as in other countries for other crops like sugar and cotton, he is getting much less price for paddy. That is why there is always now a tendency for the paddy-grower to go in for other crops such as cotton and sugarcane.

In our State, there are two sample districts. One is Tanjavoor where there is an intensive package programme going on. It is a delta area. The ryots and land-owners are simply cultivating paddy only. In Coimbatore district, which is a drought-affected district, they have to dig wells up to 150 feet depth and take water. There, they are raising sugarcane, tobacco, cotton and chillies.

[Shri Muthu Gounder]

Compared to the ryots in Tanjavoor they are far better off. Any ryot who is producing only paddy cannot thrive in this country. He cannot get a good remunerative price and in due course he will have to give up cultivation. That is why he always prefers to switch on to commercial crops. Even if he shifts some of his lands from paddy to some of the commercial crops, I think it is a welcome move, it is a partriotic move, because we want to have more of these commercial crops. We want to export sugar. We want to export cotton textiles. We are now importing cotton which is a drain on our foreign exchange. We cannot afford to get cotton from Pakistan and Egypt for a very long time. Therefore, we have to grow more cotton. We have also to grow more sugarcane. We have to grow more jute because we want to earn more foreign exchange.

Shri Koya (Kozhikode): What will we eat then?

Shri Muthu Gounder: Even Shri Patil, who was in charge of the Ministry of Food and Agriculture, said in the last Consultative Committee: "You need not worry about foodgrains. Go on producing commercial crops. We will arrange to get foodgrains on rupee payment from some other countries."

Shri A. M. Thomas: He has never said like that.

Shri Muthu Gounder: I remember his having said that it was not against our national interest to go on cultivating commercial crops. I also think there is nothing wrong in it. But we should make it a point to get more produce per acre. That is what is needed now. We are going down in the matter of per acre yield. What is th use of taking to other methods of cultivation? When Egypt and Burma are able to produce more per acre, why cannot we do it? We want to adopt the Japanese method of cultivation. We are adopting some other methods also. The Japanese method of cultivation is very costly. In Japan the price of paddy is 23.6 cents, in India it is 8.2 cents. They are able to spend anything. They are able to put any amount of fertilisers in the fields. We are not able to do that. We are getting only about 2000 to 4000 lbs. We are also spending much now. When we spend more we get something more. But then we find it unremunerative. That is why even progressive farmers in the south, in Madras and also in Kerala, are giving up paddy cultivation. I want the hon. Minister to give the paddy producer an incentive by giving him a good price. You have fixed the price of paddy at Rs. 16. I want you to raise it by 25 per cent or even 30 per cent. There is no harm if you do that. The people in Bengal are ready to pay Rs. 30 per maund of rice if they are convinced that what they give will reach the peasants. But when they find that the enhanced price that they give is reaching the traders, they are reluctant to pay.

As far as production of paddy is concerned, there is always the cry for good seeds, fertilisers, implements and modern methods. But how are we to have all these things? There is the question of insects and pests. For the last so many years we have been using folidil in our paddy fields as an insectiside. Previously we were getting it from foreign countries. Now it is, I think, produced in India. Previously if we used even one bottle of it in an acre of paddy we could see frogs, snakes and other things lying dead the next day. But not even if we use two bottles per acre there is no effect.

An Hon. Member: They are getting immunised.

Shri Muthu Gounder: Perhaps the insects and pests have become immune

to this. Then we should get some other virulent type of insecticide or pesticide.

As far as manure is concerned I want to say one thing. We are exporting our oil cakes. In the south we use oil cakes instead of chemical fertilisers. Our country is now exporting oil cakes to other countries and, no doubt, we are getting a good income. This year we have exported oil cake to the tune of Rs. 31 crores. Last year export of oil cake was up to a value of Rs. 17.3 crores. In 1960-61 we exported only to the value of Rs. 14.34 crores. This year we have reached the peak level. But when we export oil cakes of the value of Rs. 31.8 crores, it means we are losing in this country paddy worth Rs. 150 crores. Oil cake is the best manure for paddy. You talk about green manure and all those things. Instead of cultivating one acre for green manure, we can have some short-term crop like onion, groundnut or something like that. We cannot afford to waste our land for two or three months simply to produce green manure. Even if there is no green manure and we apply only oil cakes with ammonium sulphate, say, 100 lbs. per acre, we can get the maximum yield provided we do the sowing in the proper time after eight or ten ploughings. If that is done, we need not adopt any other new device to get more yield. The Government should come forward and encourage the ryots to do all these things. We want more tractors. We want cheap tillers. We want tractors on easy payments. Many things are said here, but we are not getting even the fertilisers. I saw from the newspapers that thousands of tons of fertilisers were lying at Madras and Vishakhapatnam ports. But, at the same time, in the month of October I was not able to get two bags of ammonium sulphate. Fertilisers were lying somewhere, but an agriculturist was not able to get it in time when he needed it. The Government should see to it that the agriculturists get the fertilisers in time.

As far as insecticides and pesticides are concerned, I submit that the Government should take up the work of eradication of insects and pests on the same level as they do in the case of cholera or other epidemics, otherwise we will not be able to tackle this problem. For instance, if there are insects on a particular field and the farmer sprays follidol or endrine over that field, the next day all those insects will be seen coming from the neighbour's field. It is, therefore, the duty of the Government to spray insecticides on all the fields in a particular area or village. Unless they do it, they will not be of any help to the farmers.

Yesterday the hon. Minister of State said that we are going to get a bumper crop of paddy in the coming year. I have seen most of the paddy fields in the south in these two months. My feeling is that there will be less crop in the coming year on account of rains, damage by insects and so on. It should be the business of the Government to take proper steps. It should not be left to individual farmers to take proper steps.

Before I close, Sir, I want to say only one word about sugar. We are having too many mills in Uttar Pradesh. Fortunately we have now a vacuum in America created by Cuba. Unless we rush speedily and fill up that vacuum we cannot have a good sugar market. In Maharashtra and in the south the sucrose content of sugarcane is very high. You should consider whether it would not be better to start some more mills in Maharashtra and in the south where, as I said, the sucrose content is more and you can have a better yield.

Shri Himmatsinhji (Kutch): Mr. Speaker, Sir, this problem of food

[Shri Himmatsinhji]

production has been causing a lot of worry to the country and to the Government also, and it has from time to time been discussed in this House. But I find that no progress has so far been made.

We have in this House heard about sugar shortages etc. So I would not dwell on that except to state one or two facts which are very apparent in my State and from where I come. If the hon. Ministers would go and see the plight of those poor people who stand in queues and the amount of trouble they have to go through, they will realise what a lot of difficulty has been created for them. So far as the consumers are concerned there are certain difficulties in areas where sugar is brought from outside.

With regard to gur also, due to the recent restrictions on the movement of gur, there is difficulty. I might draw the attention of this House to the fact that in our parts, as I presume in other parts also, the local people, the farmers, the poor people, take gur instead of sugar, and gur also forms a very important part of their diet. And they are finding it difficult today to get gur also.

On the other hand we also see that the farmer is the worst sufferer as far as prices go. Every one else is looked after, the interests of the various sections of the population in this country are being looked after. There are trade unions for the mills etc., the workers there. But the farmer does not get a proper price for the commodities he grows. It is the farmer who today forms 80 per cent of the population of this country, and it is he who will have to bee looked after first and foremost. His interest must be foremost in our minds and in the minds of the Government.

The cause for this predicament of the farmer is the policies which we have been following, and whenever there are shortfalls or any difficulties we have all sorts of excuses. But we must go deep into the real causes for all these shortages. And one of them, to my mind, is this dogmatic approach towards policies regarding farming, land tenure, etc. In many places in India today land reforms are taking place, practically everywhere. I am not saying today that the Government is wrong in removing the intermediaries. So far so good. But when it comes to different parts of the country, one must also look to the local conditions prevailing in those parts.

I might give a few examples here. Unfortunately the time is very short and therefore I would not be able to do justice to it. But I will only mention two Acts which were passed during the last few years. One is the Bombay (Merged Territories) Jagirs Abolition Act of Gujarat when it was part of Bombay and the other is the Inams Abolition Act in Kutch. If I may draw the attention of this House and the Government, I would like to emphasise this fact that according to the figures given by the State Government itself, the Revenue Minister of Bombay State, that is the then bi-lingual Bombay State, 92 per cent of those people who were to be governed by this Inams Abolition Act had an annual income of only Rs. 200 or less, that is much below the national *per capita* income. Obviously those people could not live on that Rs. 200, and they were also cultivating some of their land. Even then it was not enough. This 92 per cent of population who were affected by this measure were also in heavy debts, steeped in debts, to the money lenders. There was a provision made in that Act that from the meagre compensation that these people were to get, first the amount due to the creditors was to be given to the creditors. Again, according to the Government figures, out of the 45,000 families affected, 15,000 have no land for personal cultivation. Why can't

they be governed by the provisions of the Tenancy Act also, because they are also 'occupants' of their lands; they are also *bhutadars* as they are known in our parts.

These are some of the aspects of the whole problem which I urge must be thoroughly examined. If some mistakes have been made, the Planning Commission is there. A committee or some members might be asked to go into some of these things and remove any flaws that are there which are causing all these troubles. (*An Hon. Member*: The Planning Commission is bogus).

Then, there is the approach of the Government, a dogmatic approach, towards land ceiling. Maybe it is all right in those parts where land is not available.

Shri U. M. Trivedi (Mandsaur): It is not all right anywhere.

Shri Himmatsinhji: I do not conform to this idea. But I am talking about the various parts of the country where similar conditions do not apply. For instance, in areas like North Gujarat and certain parts of Rajasthan there are vast areas of land, lakhs of acres lying fallow. The population is very spare. What is the use of land ceiling in those areas? But because it is a dogma, because the Congress Party might have said that we must have a socialistic pattern of society, the various States go on implementing this just as a matter of dogma without looking at the actual conditions, the practical side of the problem. Whenever this question of food, shortfalls and food production comes up hon. Members on my right, some of the crypto-communist members elsewhere and in the House also go on saying that there should be procurement, there should be State trading, etc. On the other hand, these very people are criticising the machinery of Government which, they say, is corrupt. Are we going to place State trading etc., in the hands of these corrupt people to make matters worse? Then again, in these days I do not see how rationing, permits and quotas are going to help us in this matter. Has not our country tried rationing three times before? During the last war, the British Government tried rationing. Afterwards, in independet India, our own Government has also tried rationing. It only encouraged blackmarketing. So, unless and until we are prepared to put a stop to it, or curb this tendency, there is no use bringing in rationing at the moment.

If I might remind this House, the previous Food Minister, Shri S. K. Patil, enunciated certain basic policies regarding food and today he has been relieved of his post.

Shri Indrajit Gupta (Calcutta South West): It is because of that policy he was relieved.

Shri Himmatsinhji: Well, the hon. Member to my right seems to know more about the working of the Government's mind.

Shri U. M. Trivedi: He is behind the Government. In fact, he is responsible for all that.

Shri Himmatsinhji: It was stated that he was removed from his post reorganising the Congress party. We have been told that the policy so far followed by the Government will be continued but, after listening to the speech of my hon. friend, Shri Thomas, I have a strong feeling that we are going back upon some of those policies.

I was just now talking about this permit quota and licence 'Raj'. I can give several examples where farmers who want to build water channels, sheds for their cattle etc. had to go through a lot of difficulties in procuring the needed commodities. Cement is required for water channels and iron sheets for their

[Shri Himmatsinhji]

sheds and they have to go through any amount of trouble to get these things. I hope the hon. Minister is not unaware of the difficulties of the people, the racket that is going on and the amount of corruption that is prevailing in the country. Only the other day, two farmers came to me and one of them said "I want cement immediately". In my part of Gujarat we have to irrigate wheat. He had sown wheat in his field and since his well had dried up he had to get water from a well which is half a mile away. If he does not irrigate his land his crop will wither away. For that he required cement immediately. The irony of it was that cement was lying there but it was a quota meant for non-agricultural use. So, it could not be issued to this agriculturist. At the same time, a quota for agricultural use was not readily available. I had to advice him to get hold of another farmer and with him conjointly apply for an emergency permit and thereby get cement from the agricultural quota elsewhere. Alternatively, he could have gone to the blackmarket where cement is always available for Rs. 14 to Rs. 15 a bag. These are some of the impediments in the way of agricultural production.

Yesterday, an hon. Member from the Congress Party said that the Opposition were always criticising the Government and they had no constructive suggestions to make. I beg to differ from him. Here I would like to bring to the notice of the Minister, who is present here, certain suggestions which come to my mind.

In the matter of agricultural production, we have to give priority to soil conservation and water supply for irrigational purposes. For that, we should first take into consideration those areas which perpetually suffer from famine, drought and scarcity conditions because not only agriculture but also animals and production of fodder suffer for want of irrigation facilities. So, small dams should be built and we should take up both major, medium and minor irrigation schemes.

Today we are going through a very trying period in Jamnagar, and in Kutch districts of Gujarat; in Rajasthan also the position is no better. So many heads of cattle have been lost and in Kutch alone about a lakh of heads of cattle have been lost. I do not know about the new Ministry in Gujarat but this was the position before the new Ministry took office. They have yet to prove their worth and so I will not say anything about them. These perennial problems should be tackled on a national basis.

Here I would like to refer to the various areas which are being denuded very fast. On the one hand, we talk about afforestation; on the other, we do not preserve even the existing trees. I think it is a very sorry state of affairs which cannot be tolerated in this context where we are talking of food production, railfall and water facilities. Hon. Members always say that nature has a lot to do with food production in this country, and they are perhaps right to a certain extent. But instead of helping nature by seeing to it that trees are preserved so that there will be more humidity in the atmosphere and their will rain, we are permitting even de-forestation in some areas.

Sheep and cattle-breeding come under animal husbandry. As far as milk production is concerned, we are paying a lot of attention to breeding of cows. But, in our country on an average, the buffaloes give far more milk than cows. So, why not breed more of buffaloes than cows? Of course, there may be some difficulty in the matter of meat production, because people may object....

Shri K. C. Sharma (Sardhana): Except in India, people do not drink buffalo's milk.

Shri U. M. Trivedi : Why are you worried about others?

Shri Indrajit Gupta: Why should he prevent us from drinking buffalo's milk?

Shri Himmatsinhji: Also, since there is a lot of opposition from a large section of the population to cow slaughter, that problem can also be solved by rearing buffaloes for meat production.

Shri D. D. Puri (Kaithal): Sugar, Mr. Speaker, occupies a very small part..... (*Laughter*)

Mr. Speaker: Sugar is more important than the Speaker!

Shri D. D. Puri: Mr. Speaker: Sir, sugar occupies a very small part of the food front, but it is a front which is in the habit of always being active. There is sniping going on on the sugar front almost perpetually. It is also true that sugar like a pendulum moves from one crisis to another. It has passed through several crises of shortage and we have even seen a crisis of surplus. Like every other agricultural commodity it must have its ups and downs where cane production is concerned. The production curve must register its hills and valleys. But the question before us is whether by long-term planning based on sound economics we can contain those ups and downs and maintain a steady flow of sugar to the consumer and also honour our export commitments. I maintain that if sugar is planned on a long-term basis, this can be done without much difficulty.

What has happened in the past is that we planned our sugar almost on a day-to-day basis, on a hand-to-mouth basis. We have before us the situation for the next three months or for the next season. In the past we have too often moved sugarcane prices which is the cornerstone of sugar economy, from Rs. 2 a maund in 1948-49 we pushed it down and brought it to Rs. 1|7|- a maund and then brought it down to Rs. 1|5|- a maund and then pushed it up to Rs. 1|10|- a maund. A... these years the price of sugarcane was moving up and down without any regard for or any relation whatsoever to the prices of other agricultural commodities. They were pushed up and brought down in complete isolation, keeping in view only the immediate problem of that season or of the season following.

That was bad enough. Sugarcane prices have to be determined as a part of the price indices of the entire agricultural economy of this country. Those movements were bad enough. But what has happened in the last six months is entirely without precedent. In the course of the last six months sugarcane prices in respect of the forthcoming season have been changed thrice. On the 20th August it was announced that the price would be raised by 6 naye Paise a maund. On the 6th September it was announced that the price for the forthcoming season would be raised by 12 naye Paise a maund. On the 30th October it was announced that the price of sugarcane for the next season would be Rs. 2 a maund for certain areas. That would be the minimum. I really fail to understand that. I would respectfully ask the hon. Minister to enlighten the House as to what happened in the course of the last three months. Whatever sugar we had produced in the last season was in stock. No fresh commitments in respect of exports had been undertaken. The consumption was rigidly under their control. The consumer can only consume as much sugar as they will release. Also, the prices of the alternative commodities, like *gur* and *khandsari*, in these three months did not register any violent fluctuations. What exactly happened from day to day that we determined our cane price for the next six weeks and after that we changed our mind again? This decision to fix the minimum price of cane at Rs. 2|- a maund should have been taken at least one year before, or at least before the last sowing, so that

[Shri D. D. Puri]

the last crop should have brought plenty of sugar in the current season. But if that was missed, I really fail to understand as to what happened so that the sugarcane price was altered thrice in the course of this slack season. I respectfully maintain that this creates a lot of instability in the mind of the cane grower. After all, we should not forget that once the grower sows his field with cane, he is committed to grow cane in that field for a period of three years in certain areas and for five in certain other areas. Yet, we play ducks and drakes with the cane price! Once he sows his cane, we change the price and then alter it six weeks later. This is a thing which is not conducive to creating confidence in the mind of the cane grower which is the first essential to laying the sugar economy on a sound basis.

And then, the latest declaration of the cane price has a novel feature. As far as I remember—I have been connected with the sugar industry for about 30 years—this is a novel feature is without precedent that the minimum price of Rs. 2|- a maund is available only in respect of areas which are exposed to competition from *gur* and *khandsari*. This price is being denied to areas where there is no competition with *gur* and *khandsari*. In actual point of fact why the grower in eastern UP and Bihar is unable to take *gur* and *khandsari* manufacture is for the simple reason that he is either too poor or too backward to be able to take advantage of it. It is precisely that grower that the pricing policy discriminates against. I do not see any moral or, if I may say so, even any legal basis for a discrimination against the weakest part of the sugar economy.

Broadly speaking, there are three parties to the sugar industry. There is the cane grower; there is the factory processor and then there is the consumer. Of these three the weakest is admittedly the cane grower and of the entire body of cane growers in this country the weakest cane grower resides in areas where he is unable to take advantage of the high prices of *gur* and *khandsari*. It is precisely this cane grower who is being discriminated against.

Then, as if the moving of the cane prices up and down three times in a single slack season was not bad enough the delimitation of areas which are exposed to *gur* competition is also being altered almost from day to day. We are inviting pressures and agitations by making these alterations almost on a day-to-day basis. I respectfully maintain that the minimum price of cane of Rs. 2|- a maund should apply all over the country without any discrimination whatsoever. Whenever we plead for a high price for cane Government very rightly concern themselves with the interest of the consumer. Quite rightly that is their responsibility. We have to look after the interest of the consumer. But is it realised that the consumer is today paying Rs. 40|- to Rs. 50|- a maund for *gur* in the Punjab and Rs. 70|- to Rs. 80|- a maund in Gujarat? He is paying proportionately higher prices for *khandsari* all over the country. Even in respect of factory sugar it will be idle to think that the consumer is actually getting the sugar at the controlled prices. Actually what the consumer is paying is far different from what one may find in the price schedule or in the control order. Yet, we get so very conscious of the consumer the moment the cane price question is raised. With all the emphasis at my command I would say and would stress that if you want 4 to 5 million tons of sugar annually in the next plan period——you are going to require that quantity of sugar, I believe, by the end of the Fourth Plan; I will not go into the details—Government will have to make up their mind, you can get it only if they agree to pay a minimum price of Rs. 2|- a maund to the cane grower. They cannot get it otherwise.

I also maintain that the recovery linkage formula should be maintained

with Rs. 2|- as the minimum. As a matter of fact, the time has arrived when the recovery linkage should be taken a step further and instead of being confined to factory-to-factory basis it should now go on to grower-to-grower or, at any rate, groups-of-growers basis. The time has arrived for that.

The second point I wish to make is that of this sugar shortage the one party, I make bold to say, which has made the biggest unearned profit is the trader. There is no doubt about it. From what the consumer is paying a relatively little amount has gone to the producer, whether it is the cane producer or the sugar factory or anybody else, but a very large chunk of the unearned profits has gone to the trader. For a long time we have been toying with the idea of a marketing board. Way back in 1955 we sent a delegation to Australia and from time to time from ministerial statements hints have dropped that we were going to have a marketing board one of these days. Have we not actually warned the traders that their days were numbered and that the marketing board was coming; therefore they should be out to make their killing while the going was good? Either we should not have announced that we were going to have a marketing board or, if we are really serious about a marketing board, the time for that is now. It should not be delayed, I think. In respect of the sugar trade, we have got an excellent opportunity of demonstrating that State trading in essential food commodities can be done with a great deal of success. I believe that it will open up the way for other commodities also. That is my second point.

15 hrs.

The third point is this. The method of alleviating the difficult sugar situation has been found by resorting to the age-old method of restricting inter-State movement of gur. What exactly are the implications of restricting the movement of gur? Certain States in the country are surplus in gur. When you restrict the inter-State movement of gur, prices of gur come down in those areas. But in certain other States which are also producing sugar and are deficit in *gur*, the price goes up. So, while the cane supply situation to the sugar factories in the surplus areas improves a little bit, it gets more difficult in the *gur* deficit areas. What you win at the swings, you partly lose at the roundabouts. That, I believe, is a half-hearted measure. The only answer to this problem of maintaining a proper equilibrium between he economics of gur, cane and of sugar is to go all out and to control the price of gur and *khandsari* also. We must determine as to what is the economic price for cane. The rest is an arithmetical calculation. We must determine what is the economic price for *gur* and what is the economic price for khandsari and also what is the economic price of sugar. I do not underestimate the administrative implications of enforcing control on gur and khandsari. But I maintain that it can be done and that there is no other answer. If you maintain control on the prices of cane and on sugar and leave a large loophole where *gur* and *khandsari* are concerned, I believe, we will never succeed in being able to control sugar economy effectively. Either control everything or leave everything alone.

The cost of production of sugar in a sugar factory in the different zones of the country is not a matter which concerns only the factory or the cane-growers of that locality. It is a matter with which the Government and the public are vitally interested. The country must know what is the correct cost of production of sugar from time to time in different zones. We have gone to the Tariff Commission in the past and they have done some admirable work. There is no doubt about it. But the Tariff Commission is not meant for a commodity like sugar which is on the move all the time. Therefore, by the time they finish their labours, the report is already out-of-date. What I am suggesting is

[Shri D. D. Puri]

that we must have a tribunal, a kind of standing body consisting of people in whom the public and everyone else will have confidence, which should maintain a constant review over the cost of production of sugar in the different zones and do it in public to the satisfaction of all parties concerned, I believe, some such thing is there in Australia. That model or some other model can be adopted by the Government. There must be a standing body of people in whom the public have confidence. They must apply their mind all the time keeping the cost if production of sugar in the various zones up-to-date and advising the Government accordingly.

To recapulate very briefly, I have five points to make. Firstly, the hon. Minister might declare clearly, unequivocally, here and now that the price of cane in all areas, without any discrimination, stands at the minimum of Rs. 2/- a maund plus premia attaching to higher recovery areas. Secondly, insidious discrimination between one area and another based on the *gur* competition must be removed forthwith. Thirdly, the marketing board scheme should be brought out of the cold storage and put into operation immediately. Fourthly, this inter-State movement of *gur* is only tinkering with the problem. The Government must face the problem of gur more squarely by determining an economic price of *gur* and controlling it in all parts of the country. Fifthly, they must have a standing tribunal to advise the Government and everyone else in regard to the cost of production of sugar.

Shri P. R. Patel: Mr. Speaker, Sir, I thank you for the opportunity given to me to express my views on this subject. We are often discussing the food question and the discussions have not yielded any fruit to us. Our agricultural production has not increased. In Calcutta, there had been demonstrations, rioting and looting. That also would not yield any fruit. I am of the opinion that instead of discussing the food problem, we should discuss as to why the agricultural production has not increased and what comes in the way of increasing the food production. Some friends said that the prices should be reduced. Well, Sir, we know the poverty that prevails amongst the agriculturists and by reducing the price, I do not think we will succeed. The second thing that was said was: nationalise everything. Well, China and Russia have experimented much. They have cooperative farm societies; they have collective farms, regimentation, controls and everything and even science and technology. And yet they have to import wheat from America, Canada and other places. So, one thing that was wanting there was the incentive to the growers. That was wanting and they failed. If we do not look to it in our country, I think, we shall also fail at the forefront.

Sir, we must discuss what are the obstacles and hurdles to the agriculturists in the production of agricultural produce. Do they get improved seeds at the time they want? Do they get fertilisers at the time they want? Do they get loans at the time they want? Do they get proper remunerative price of what they produce? We do not care what price they get. We care only for the price of sugarcane. Naturally, I am very happy that the care is there for the minimum price of sugarcane and my friend said that the minimum price should be Rs. 2 a maund. If that principle is to be applied to sugarcane production, what about the other agricultural production? Why don't you apply that principle to other agricultural production too? This is Bihar and U.P. politics. We should apply that principle to all agricultural commodities. You cannot single out one commodity. I have full sympathy for the agriculturists of Bihar and U.P. But I am of the opinion that they must insist also that the principle be applied to all commodities of agriculture and not only to sugarcane.

Shri Jashvant Mehta (Bhavnagar): They are not getting even for sugarcane.

Shri P. R. Patel: Some days back, I toured a part of my constituency, Ghadhmada of Kheralu taluk. Small mountains are there. There was heavy rain and the water rushed down with sand. The water passed off, but the sand accummulated—— more than 5 ft. in the fields. The area was if sugarcane; there was cotton crop and other crops also. Only 5 ft. sand crop remained I would like to know from the Central Government as well as the State Government what action has been taken to give relief to the cultivators. No action absolutely has been taken. It was reported, and it was investigated . . .

Shri Shivaji Rao S. Deshmukh (Parbhani): Is it necessary to report it?

Shri P. R. Patel: I would submit that let us look into the difficulties of the agriculturists, and then we shall have more production.

We have got a Tariff Commission for manufactured goods, and my hon. friend who has just spoken has also made a reference to it. Whatever be the price of sugarcane, it could be worked out by the Tariff Commission as to what the price of sugar should be. No doubt, the margin of profit should be put in there. Just as we have got a Tariff Commission for manufactured goods, why not have a Tariff Commission for agricultural commodities? You may call it even Agricultural Commission. Why is there no such commission to fix the minimum remunerative price for the agriculturist? We find that there are two yardsticks. There is one yardstick for the labourers, Government servants and the capitalist factory-owners, and there is another yardstick for the agriculturists, who form nearly 80 per cent of our population. I would submit that this would not last long.

Another point that I would submit is that we have spent large amounts for the improvement of agriculture. We have got irrigation schemes and development schemes and so on, and yet, we have not increased the per-acre production. Here, I would like to make one suggestion, and if that be accepted, it would be a proper thing, and that suggestion is this. Let us seek the co-operation of the farmers' organisations at least to increase production, if not for any other purpose; let us seek their co-operation only for increase in production at least. I hope Government will do it, but somehow . . .

Shri Ranga (Chittoor): They do not do it.

Shri P. R. Patel: . . . that is not done.

I would now come to the sweetness of sugar and gur. It is bitter to the people of Gujarat. Sugar has become bitter, and gur become bitter, and they have become bitter because of the action taken by the Food and Agriculture Ministry of the Government of India, namely the imposition of restrictions on the inter-State movement of gur. I do not doubt their good intentions. But what has come out of it? In U.P., gur is sold for a price of less than Rs. 20 or Rs. 22, and that very gur is sold in Gujarat at Rs. 60 or 70 or 80.

Shri Heda (Nizamabad): For manufacture of liquor.

Shri P. R. Patel: Liquor is more consumed by the hon. Members than by the poor cultivators. I would like to ask for whose benefit these restrictions have been put? Are they for the benefit of the cultivators, that is, the sugar-cane cultivators? No, because they get less price. Are they for the benefit of the consumers? No, because they pay more. And who are actually benefited? They are the middlemen; you may call them merchants, or co-operative societies or anybody else. Yesterday, an instance

[Shri P. R. Patel]

was cited where a co-operative society was making one hundred per cent profit. Today, in *The Times of India*, it has been reported that a certain co-operative society is making a huge profit. If a co-operative society makes one hundred per cent profit, then why should a merchant not make 200 per cent profit? This way, actually, the managements of the co-operative societies and the merchants are benefited, and the sugar industrial class is benefited.

Here, I might mention that I wrote a letter to the Food Minister on 21st November, 1963, and I brought to his notice that in U.P., Rs. 1:50 was being charged per quintal of gur exports as management charge. How can that be charged? We export textiles from Gujarat, and we export so many other things, but we do not charge any such thing. No other State also charges any such expert management charges. How is it that UP alone charges this? I would like to know from Government whether that is authorised. This becomes a gain to the Government of UP.

Shri K. C. Sharma: It is a poor State.

Shri P. R. Patel: Naturally, everybody coming from UP is poor because that rules the country.

Shri Bishwanath Roy (Deorai): The *per capita* income is the lowest there.

Shri P. R. Patel: There is also one other thing. Per quintal, the clerk in the office also charges eight to ten annas. What for is he charging? He is charging that because the import permits are given by the consuming States; they are produced at the other end, and then only they issue the export permits. Is such a thing necessary for export permits? They go on with the file for two days, three days, four days and five days, and when the payment is made, the work is done quickly. I have brought this charging of eight to ten annas a quintal to the notice of the hon. Minister by writing a letter to him, but I have not received any reply so far.

Shri D. C. Sharma (Gurdaspur): The hon. Minister had gone abroad then.

Shri P. R. Patel: That way, we encourage corruption, and we encourage profiteering, and we encourage discrimination etc.

Shri K. C. Sharma: And victimisation.

Shri P. R. Patel: And who are the victims? They are the cultivators of UP, Maharashtra and Bihar on the one side, and on the other side the labourers and cultivators of Gujarat or other places who consume gur. So, it is at the cost of the cultivators that you are having all these restrictions....

Mr. Speaker. I am having these things?

Shri P. R. Patel: Not you, Sir.

Mr. Speaker: This Parliament has been here nearly for two terms and more. Now, the hon. Member should learn to address the Speaker only.

Shri P. R. Patel: I would submit that it would, therefore, be proper to do away with these inter-State restrictions.

Then, the plea is put forward that gur is used for the manufacture of illicit liquor. I do not know. But I would like to ask Government whether prohibition policy has failed, or whether illicit liquor is manufactured to such a large extent, and if so, it would be for Government to reconsider their policy of prohibition. I think that this is a matter on which imagination should not be used to the extent.

I shall give you some figures now. Last year, the production was low, not because there was a ten per cent cut imposed on sugarcane production but because of other reasons. I may point out that in 1960-61, sugarcane was grown in 5.8 million acres.

In 1961-62, it was 5.9 million acres. So there was more cultivation. So far as the yield is concerned, climatic condition is not just a machinery. We have to depend on a changing climate—weather, monsoon etc. Production in 1960-61 in terms of *gur* was 10.45 million tons; in 1961-62, it was 9.73 million tons. In 1961-62, the per acre yield also was less. In 1960-61, it was 4042 lbs. in terms of *gur* and in 1961-62, it was only 3669 lbs.

So it was because of weather that the production was less, and for no other reason. We had been also finding fault with Shri Patil, that he exported sugar outside. In this House, I have seen an uproar demanding export of sugar. If the Minister does it, when he is not here, you find fault with him. That is not the proper way. After all, it was in that situation that he had to make an export commitment, and that was in the interest of the sugar industry and sugarcane cultivators. So we should not find fault with the Minister.

In the end, I would make a request to the hon. Minister. For this month I am told he has issued a quota of 7,000 tonnes of *gur* to Gujarat. Gujarat, because it consumes more sugar and *gur*, is very mild. So we do not stage demonstrations and indulge in rioting and looting as in Calcutta. We are a mild people.

Shri A. M. Thomas: It is 1|5th of the entire all-India quota.

Shri P. R. Patel: You must know that the consumption there is more.

Mr. Speaker: The hon. Member should continue addressing the Chair.

Shri P. R. Patel: I would bring to the notice of Government that from April 1962 to March 1963, the import into Gujarat from different States of *gur* by rail was 2,38,490 tonnes. The transport by road is much more than the rail transport. If they look into these figures and give more to Gujarat, there is nothing wrong.

I would also request that in the initial stage—the Government may deduct from the quota later on—in these months they may send 10,000 tonnes more so that the scarcity that is there may be lessened.

श्री बागड़ी : अध्यक्ष महोदय, आज हिन्दुस्तान के अन्दर चीनी और अन्न की चर्चा चल रही है । मैं इस सिलसिले में दो तीन बातें कहूंगा ।

वैसे अगर सरकार, वक्त की हुकूमत, अगर इस ढंग से चले कि अपनीचलेनीति को सही या गलत तरीके से आंकड़े देकर सही सिद्ध करना चाहे, तब तो जनतांत्रिक दौर में ऐसे बहस मुबाहिसों से कुछ फायदा नहीं हुआ करता, लेकिन अगर वक्त की हुकूमत जनतंत्र की रूपरेखा को समझे और अपने पापों और कुकर्मों का जो उसे पता लगे प्रत्यक्ष रूप से, उनका प्रायश्चित्त करके अपनी कुनीति को सुनीति में तबदील करे, तो ऐसे बहस मुबाहिसे से फायदा हो सकता है ।

अध्यक्ष महोदय, आज तक मैंने कभी नहीं सुना कि छोटे उद्योग धंधों पर रोक लगायी गयी हो बड़े उद्योगों को पनपाने के लिये । इस ऐसे कुकर्म की बात तो इसी सरकार के दौर में सुनी है कि छोटे उद्योग धंधों पर रोक लगाओ बड़े धन्धों को पनपाने के लिए । ऐसा तो सुना कि छोटे धन्धों को पनपाने के लिए बड़े धन्धों पर रोक लगाओ । लेकिन ये राक्षसी कर्म हमने इसी समाजवाद का नाम लेवा सरकार के अन्दर देखा है और कहीं नहीं देखा कि गुड़ पर और खंडसारी पर रोक लगे, और किसके लिए, चीनी के बड़े उद्योग के चलाने के लिए । बच्चों को भूखा रखो और जवानों को खाना दो, यह कोई राक्षसी बाप ही कर सकता है । इस कर्म को जो यह सरकार कर रही है ।

अध्यक्ष महोदय, दूसरी एक मोटी बात मैं आपसे कहूंगा । युग युग के अन्दर डाका और लूट होती आई है और हथियारों द्वारा डाकू आतंक फैलाते रहे हैं । एक जमाने के अन्दर तलवार के द्वारा डाका होता था, उससे पहले लट्ठ से डाका होता था, उसके बदा रिवालवर और राइफल से डाका हुआ

[श्री बागड़ी]

लेकिन आज तक हिन्दुस्तान में इतना मजमुई तौर पर संगठित डाका कभी भी नहीं हुआ, जिसके अन्दर बन्दूक और पिस्तौल की जरूरत नहीं पड़ी, जिसके अन्दर मानसिंह बन कर किसी की छाती पर पिस्तौल रखने की जरूरत नहीं पड़ी, जैसा कि अन्नदाताओं के प्रतिनिधि बन कर, उनका नाम लेकर, उनकी दुहाई देकर यह सरकार कर रही है, और इस लूट में इस देश के अन्नदाताओं का करोड़ों रुपया चीनी और गुड़ आदि में लूटा गया और उसको रोकने की कोई बात नहीं की जाती, बल्कि कुछ आंसू पोंछने की बात की जाती है ।

मोटी बात समझिये । क्या इनको पता नहीं है कि गांवों में चीनी तीन रुपये सेर बिकती है ? क्या कोई मिनिस्टर अपनी छाती पर हाथ रख कर कह सकता है कि उसको इस बात का पता नहीं है, क्या वह इखलाकी तौर से कह सकते हैं कि उनको इसका पता नहीं है कि आठ आने सेर गुड़ मिलता है उत्तर प्रदेश में किसान से और उसको सरकारी एजेंसी द्वारा दिल्ली के अन्दर तीन दिन के बाद ही एक रुपये के भाव पर बेचा जाता है । एक साल की कमाई तीन दिन के अन्दर की जा रही है । यह सरकार एक संगठित गिरोह के रूप में इस तरह गरीब लोगों को लूटती है बिना बन्दूक और पिस्तौल के । यह ठीक है कि आज उन गरीब लोगों की कोई आवाज नहीं है, लेकिन जिस दिन उन की आवाज उठेगी तो क्या परिणाम होगा ? और उनकी आवाज अवश्य एक दिन उठेगी ।

दूसरी बात मैं आपके सामने चीनी और गुड़ की बाबत यह रखूंगा कि आज तक इतना अन्याय और पक्षपात किसी सरकार ने नहीं किया होगा जितना कि यह सरकार जनतंत्री जमाने में कर रही है । जब चीन की लोहे की गोली खाने का समय था तो उस समम उसको गांवों के किसानों ने खाया, और चीनी की मीठी गोली खाने की बात आती है तो शहर वालों को देते हैं सवा किलो, और गांव वालों को सिर्फ डेढ़ सौ और दो सौ ग्राम । जैसे बाहर वाला चीनी के बिना जी नहीं सकता और अगर गांव वाला उसको खा लेगा तो उसकी मृत्यु हो जायगी । इतना पक्षपात, इतना द्वेष, और इतना पाप शहरी और देहाती क्षेत्र के नाम पर आज तक किसी सरकार ने नहीं किया जितना इस राक्षसी सरकार ने किया है और यह कलंक इसके माथे पर लिखा हुआ है ।

इधर मैं अकाल पीड़ित इलाके में घूम कर आया हूं । मैं वहां पैदल गया था । १४ तारीख का दिन मुझे याद रहेगा । जब उस इलाके में दिवाली थी तो दिल्ली में चाचा नेहरू जिन्दाबाद के नारे गूंज रहे थे । एक तरफ हिन्दुस्तान का किसान दस छटांक का गुड़ खरीद कर दिवाली के लिए ले रहा था, उस वक्त दूसरी तरफ यहां चाचा नेहरू जिन्दाबाद के नारे बुलन्द हो रहे थे ।

डा० राम सुभग सिंह : दिवाली तो १६ तारीख को थी ।

श्री बागड़ी : दिल्ली में दिवाली थी, लेकिन गांवों के लोगों का तो आपने दिवाला निकाल दिया । उस दिन मुझे ऐसा लगता था कि इस देश में "च" का बहुत जोर है जैसे चाचा, चीन-चन्दा, चीनी, चोर बाजारी । इसके अलावा और कोई शब्द नहीं सुनाई देता था । हर तरफ चाचा, चीनी और चोर-बाजारी और उससे बाकी बचा तो चन्दा, ये ही शब्द सुनाई देते थे ।

अध्यक्ष महोदय, मैं एक बात आपके मारफत हिन्दुस्तान के लोगों तक पहुंचाना चाहता हूं कि हिन्दुस्तान के अन्दर ८० लाख आदमी हर साल मरते हैं । आप दूसरे देशों से इसका मुकाबला करें । इनमें से ४०–४५ लाख लोगों को अकाल मृत्यु

होती है और इनमें से पांच लाख से सात लाख आदमी भुखमरी के कारण मरते हैं । इसका मतलब सरकार क्या लेती है । सरकार इसको नहीं समझती । सरकार भुखमरी, जो बहुत कम खुराक मिलने से होती है, उस भुखमरी को नहीं मानती । अनशन करके जो मरे उसको यह लोग भुखमरी मानते हैं जबकि मैं उसको देहत्याग कहता हूं । आपकी सरकार भुखमरी उसको मानती है जो बिलकुल अन्न को त्याग दे, क़तई अन्न न खाये और मर जाय । मेरे नज़दीक वह भुखमरी नहीं है वह तो आमरण अनशन रखना है । भुखमरी असल में यह है कि मान लो एक आदमी की खुराक आधा सेर की है लेकिन उसको एक छटांक ही रोज़ मिले और २०–३० दिन के अन्दर वह मर जावे तो वह भुखमरी है । इस तरह से मरन वाला आदमी भुखमरी से मरन वाला कहा जायगा ।

हिन्दुस्तान की औसत खुराक के आंकड़ों को देख लीजिये । २८०० हरारा औसत खुराक पर मानव होता है पर जो खुराक हिन्दुस्तानियों को दरअसल मिलती है उसको अगर बांटें तो औसत केवल १८०० हरारा फ़ी कस जाकर पड़ता है । इससे साबित हो जाता है कि जिन लोगों को १००० हरारा से कम खुराक मयस्सर है यानी ५००–६०० हरारा खुराक पाने वाले जब मरते हैं तो यक़ीनी तौर पर वह भुखमरी के शिकार हैं । लेकिन आज की सरकार अपनी हठधर्मी पर अड़ी हुई है और जो दर-असल भुखमरी है उसको भुखमरी तसलीम नहीं करती है . .

श्री रघुनाथ सिंह (वाराणसी) : बागड़ी जी न कहा दिया कि ४०–५० लाख लोग अकाल मृत्यु को प्राप्त होते हैं । मैं जानना चाहता हूं कि यह आंकड़े उन्होंने कहां से लिए हैं ? उन का सोर्स क्या है ५० लाख उन्होंने कहा कि अकाल मृत्यु को प्राप्त होते हैं तो यह संख्या तो बहुत अधिक हुई, कहां इतने लोग मरते हैं और ऐसा कहने के लिए उनके पास क्या प्रमाण है ? औसत उम्र तो इस देश में बढ़ी है ।

श्री बागड़ी : मैं उन को बतलाता हूं औसत उम्र अगर बढ़ी है तो वह कैसे बढ़ी है । अब इस देश में चूंकि बच्चों की मंत्युएं कम हुई हैं और उस का कारण यह है कि इस देश के ग्रामों में रहने वाले नागरिक, मेरा तात्पर्य गांव की औरतों से है जिनमें कि दाइयों का ज्ञान आ चला है, गांव की औरतें दाई का काम सीख गयी हैं और इस कारण अब बच्चे कम मरने लगे हैं, इसलिए औसत उम्र बढ़ी है वैसे कोई ख़ास फर्क उम्र में नहीं पड़ी है । बच्चों की मौत में कमी होने की बिना पर ही यह औसत उम्र बढ़ी है और कोई विशेष फर्क नहीं पड़ा है । ख़ाली चाचाओं के बीच में आंकड़े का जाल फैला कर भोली भाली जनता को इस बिना पर गुमराह करने की कोशिश की जा रही है ।

मैं अर्ज कर रहा था कि हिन्दुस्तान के अन्दर १८०० हरारा का औसत आता है । अब इस देश के लोगों को इसके लिए तीन हिस्सों में बांट सकते हैं । १००० से ऊपर और २००० तक के लोगों की खुराक कम है और हजार से कम वाले भुखमरी का शिकार होते हैं और २००० से ऊपर वालों की पूरी खुराक है । मैं इस सदन को बतलाना चाहता हूं कि मैं भिवानी तहसील, महेन्द्रनगर और नारनौल के इलाक़ में घूम कर आया हूं । मैंने उनकी दयनीय अवस्था को देखा है । तीन दिन के अन्दर एक वक्त का फाका वह करते हैं । उनकी हालत इतनी ख़राब है कि थोड़ से अनाज को घोल कर पानी के अंदर पीकर सब्र कर लेते हैं । इस तरह की भुखमरी का शिकार कौन लोग होते हैं ? अगर कोई मज़दूर तबक़ा इस तरह की भुखमरी का सामना कर रहा होता तो माना भी जा सकता था लेकिन यह तो वह लोग हैं जो कि हिन्दुस्तान के अन्दर अन्न पैदा करते हैं । यह भी ज़माने की ख़ूबी है कि अन्न का पैदा करने वाला देश में अन्न के बग़ैर भूखा मरे । आज तक दुनिया में कोई ऐसी मिसाल सुनने में नहीं आई है कि अनाज को पैदा करने वाले किसान के बाल बच्चे बग़ैर अनाज के भूखे मरें और चारे को पैदा करने वाले किसान के पश चारे के अभाव में खेभू

[श्री बागड़ी]

मर जायें। ऐसी दुर्दशा, ऐसे पाप और दोषकर्म इस समाजवाद का नाम लेने वाली सरकार के यहां ही संभव हो सकता है और कहीं नहीं हो सकता है ।

जिन इलाकों में भुखमरी है, तबाही है वहां अगर यह सरकार ४, ५ लाख या ४०–५० हजार रुपये दे देती है तो समझती है कि मानों उसने हातिमताई की कब्र में लात मार दी है । अब यह कोई देना है ? इस तरह से तो चोर और डाकू जो कि चोरी और डाका मारते हैं वह उस लूट के माल में से कुछ खैरात कर दिया करते हैं । अब यह ख़जाना आख़िर को जनता का है । इसलिए जब कोई अकाल पड़े और सरकार उसके लिए दो लाख या पांच लाख दे दे तो वह यह न समझे कि वह कोई बड़ा तीर मार रही है क्योंकि यह पैसा और वह खजाना जिसके कि ऊपर वह बैठी है वह सब जनता का ही तो है । जनता के खजाने में से अगर शायद किसी वजीर को एक माह, दो माह या दस माह तनख्वाह न मिले तो उसके बच्चे भूख से नहीं मर सकते लेकिन किसानों के बच्चे भूख से मर रहे हैं और उनके जानवर चारे के अभाव में मर जाते हैं । इसलिए सरकार उनको वक्त ज़रूरत पर मुनासिब मदद अवश्य पहुंचाये और इसमें किसी तरह की कोताही करना देश की जनता के साथ, ग़रीबों के साथ और मानवता के साथ, बदतरीन क़िस्म की गद्दारी है ।

अध्यक्ष महोदय, मैं आपकी ख़िदमत में अर्ज करना चाहता हूं कि दो ही बड़े दोष हैं। एक यह कि पैदावार बढ़ाते नहीं और दूसरा दोष यह है कि उसका बटवारा ठीक तरीके से नहीं करते । अब पैदावार से मतलब क्या है। भारत एक कृषि प्रधान देश है जिस के कि अंदर ७२ करोड़ एकड़ जमीन, १८ करोड़ पशु, ४५ करोड़ इंसान हैं । उसके अन्दर दरिया भी हैं और पहाड़ भी हैं। अब जहां जमीन भी हो और पानी भी हो तो फिर कमी क्या रह जाती है, अब देश के अन्दर जब भूमि उपलब्ध है तो पानी का मुनासिब इंतजाम करो, सिंचाई की व्यवस्था जरूरत के मुताबिक करो, नहरों का जाल बिछाओ और पानी की व्यवस्था ठीक करने से देश की पैदावार बढ़ेगी । पैदावार बढ़ाने के लिये पानी खास चीज है । अब सवाल रह जाता है कि यह पानी कहां से आये ? अब पागल आस्मान के भरोसे पर इस देश को जिंदा रखना, जो कहीं तो इतना अधिक बरसे कि बाढ़ में गांव के गांव बहाकर ले जाये और कहीं इतना कम बरसे कि लोग एक, एक बूंद तक के लिये भी तरस जायें, पानी के लिये आस्मान पर भरोसा करना, यह आज की पागल किस्म की सरकार ही इस तरह से देश को जिंदा रखने की बात कर सकती है, दूसरा और कोई नहीं कर सकता है . . .

अध्यक्ष महोदय : आर्डर, आर्डर । कोई तो हद होनी चाहिये ।

श्री बागड़ी : यही हद है । उन्होंने कोई हद ही नहीं रखी है ।

अध्यक्ष महोदय : अब चूंकि मैम्बर को यहां पर बोलने की आजादी है, फ्रीडम आफ स्पीच है और वह उस को एक लाइसेंस के तौर पर बना कर जो मन चाहे बोलता चला जाये वह तो कुछ मुनासिब नहीं होगा । मैं इतना अर्सा सुनता रहा अब लाचार हो कर मुझे टोकना पड़ा है। अब कोई हद तो होनी चाहिये। आसमान भी पागल, सरकार भी पागल, हर एक पागल, किसी चीज की कोई हद तो होनी चाहिये ।

श्री बागड़ी : अध्यक्ष महोदय, मैं अपनी बुद्धि के मुताबिक यह समझता हूं . . .

अध्यक्ष महोदय : इस हाउस के अन्दर बहस होती है । हर एक मैम्बर को पूरी बोलने की आजादी है लेकिन बहस का एक स्तर मेंटेन करना होता है । हाउस में जो भी

किसी मैम्बर को कहना हो वह बात आरामसे कही जा सकती है । आराम के साथ आप अपनी बात कह सकते हैं । आप शौक से अपने जज्बे का इजहार करें जैसे चाहें गवर्नमेंट की नुक्ताचीनी करें, उसे कोसें मगर फिर भी एक तहजीब के अन्दर तो हमें रहना ही चाहिये ।

श्री बागड़ी : अध्यक्ष महोदय, मेरी बुद्धि के मुताबिक इस तहजीब से बाहर की बात तो है नहीं लेकिन अगर आप ऐसा समझते हों कि वह तहजीब के बाहर है तो मैं उसे वापिस लेने को तैयार हूं . . . .

एक माननीय सदस्य : आसमान ने क्या गुनाह किया था जो उसे भी आपने पागल बना दिया ?

श्री बागड़ी : उसे बरसने का पता नहीं था ।

अध्यक्ष महोदय : आपको जो कुछ कहना हो कह दीजिये ।

श्री बागड़ी : अध्यक्ष महोदय चूंकि आपने मेरे इस शब्द के ऊपर आपत्ति की है इसलिये पागल शब्द को मैं वापिस लिये लेता हूं लेकिन चीज यह है कि जिस के ऊपर बीतती है उसको इल्म होता है । घन्वाला गांव तहसील भिवानी के इलाके से पैदल यात्रा के दौरान मेरी आंखों ने जो दृश्य उस अवसर पर देखा था वह मैं सदन को बतलाना चाहता हूं । एक किसान की १८ वर्ष की शादी शुदा जवान लड़की है जिसके तन पर कुरता है जो कि एक, एक तार हो रहा है । उसने सलवार नहीं पहनी हुई थी, खाली एक कच्छा पहना हुआ था, जिसका भी, एक एक तार अलग हो रहा था । उस जवान लड़की का कोई अंग ऐसा नहीं था जो कि देखा नहीं जा सकता था । यह दर्दनाक हालत उस किसान की बेटी की मैंने वहां पर देखी । वह किसान जो इस देश के अन्दर मेहनत करके अनाज उगाये उसकी लड़की की ऐसी खराब हालत है । उस इलाके के अन्दर जो गुड़ ढाई सेर और तीन सेर का बिकता था वही गुड़ आज इस कांग्रेस सरकार के राज्य के अन्दर १० छंटांक का मिले । अब इसके लिये तो यही कहा जा सकना है कि यह एक बेईमानों का गिरोह है या इन को पता नहीं है या यह पागल हैं, इनके अलावा दूसरा शब्द मैं इन के लिये क्या इस्तेमाल कर सकता हूं ?

अब मैं पानी की बात पर आता हूं । दुनिया भर के पानी के विशेषज्ञ ने एक रिपोर्ट तैयार की थी । उस विश्व विशेषज्ञ ने अपनी रिपोर्ट में कहा था कि हिन्दुस्तान की ५, १० प्रतिशत जमीन में तो बड़े बड़े डैमों से और बांधों से सिंचाई हो सकती है लेकिन बाकी की हिन्दुस्तान की जो जमीन है उसको छोटे सिंचाई के तरीकों से सींचा जाना चाहिये लेकिन उस रिपोर्ट को आज तक सरकार ने छुआ नहीं । अब पहाड़ी और रेगिस्तानी इलाके के अन्दर तो बड़े बांध जा सकते हैं लेकिन अन्य जगहों पर जहां कि छोटी, छोटी नदियां हैं, रहट हैं, वहां लघु सिंचाई योजनाओं के द्वारा ही हमें सिंचाई की व्यवस्था करनी होगी । जब तक इस तरह से सिंचाई का कार्यक्रम न चलाया जायगा तब तक देश की तमाम जमीन को पानी नहीं मिलेगा और पानी न मिलने से भुखमरी होगी ।

अध्यक्ष महोदय, अब इस के बाद मैं भाव की बात पर आता हूं । हिन्दुस्तान के अन्दर बंटवारा इसलिये ठीक नहीं हो सकता है कि हिन्दुस्तान में अन्न को पैदा करने वाला, कमाने वाला और अन्नदाता इस देश का किसान और मजदूर है जोकि इस देश के अन्दर दौलत पैदा करते हैं लेकिन उसकी औसत आमदनी और उसका खर्चा हिन्दुस्तान के अन्दर सब से घटिया है । इस का मतलब यह है कि भावों की हेराफेरी से, जैसे चीनी के भावों की हेराफेरी है, किसान को उस की उपज के मुनासिब दाम नहीं मिल पाते हैं । अब अनाज और शक्कर आदि यह सब किसान ही पैदा करता है वह किसी मिनिस्टर के घर तो पैदा होता नहीं है लेकिन कौन नहीं जानता है कि किस तरह से गलत ढंग से

[श्री बागड़ी]

वह अपना घर भरते हैं और आगरे के अन्दर किस तरह का ब्लैक निकला। आज किसान को उस की उचित मजदूरी नहीं मिलती है, उपज के मुनासिब दाम नहीं मिलते हैं। सरकार अगर इस बारे में ईमानदार हो तो वह कभी भी दो फसलों के बीच में एक आना सेर से ज्यादा भाव चढ़ने व उतरने न दे और जो कल, कारखानों की चीज है वह लागत से ड्योढ़ा न हो। मैं तो एक ही बात कहूंगा कि अगर सरकार इससे कुछ सबक सीखना चाहती है तो वह अपने पापों का प्रायश्चित करे और अपनी नीति को साफ करे और अमल करे तभी देश का कल्याण हो सकता है। वगैर नीति को साफ किये हुए अगर उसमें लीपापोती करने की बात की जायेगी तो हालत यही रहने वाली है। अगर आज सरकार में दिलेरी है तो खाद्य मंत्री जो इस बात को बतलायें कि जब कि इस सदन के सामने उनके प्रधान मंत्री ने जनता को यह आश्वासन दिया था कि हम बाहर से अन्न नहीं मंगायेंगे भले ही कितनी ही कठिनाई हमें क्यों न उठानी पड़े, यही आश्वासन उस समय के फूड मिनिस्टर साहब ने दिया था कि हम बाहर से अन्न का आयात नहीं करेंगे और हम इस बारे में खुदकफील बनेंगे, तो क्या यह महज तिफ्ल तसल्लियां ही थीं। अब आज यह कहते हैं कि जंगल लगाओ, साफ जमीन जहां पर अनाज पैदा होता है वहां जंगल लगाओ, जंगल काटो और फल लगाओ। यह सरकार भूताफेरी के अन्दर ही चक्कर काटती फिरती है और अच्छी से अच्छी नीति को कुरीति के अन्दर बदल दिया है। अध्यक्ष महोदय, महोदय, मैं चाहूंगा कि आज जो अकाल पीड़ित इलाका है अर्थात् जिला हिसार, महेन्द्रनगर, नारनौल, राजस्थान के अन्दर रजवाड़ीशाही जिसको कि यह सरकार बुरा कहती थी उसको भी मात कर दिया। उस जमीन में उस बीकानेर डिवीजन के अन्दर जब सन् १९३९-४० के अन्दर अकाल पड़ा था, चालीस लाख रुपया खर्च किया गया था, जब अंग्रेजों का राज्य था और पैसे की कीमत क्या थी, लेकिन आज इस तीन रंगे दुपट्टे वाली कांग्रेस सरकार के राज्य में सिर्फ चार लाख रुपये खर्च किये गए। वहां पर गऊएं टट्टी खाती हैं। बीकानेर के बाजार के अन्दर गायों को हमने गदहों की लीद खाते हुए देखा है। यह खराब हालत सारे उस अकाल पीड़ित इलाके के अन्दर है। इस प्रकार के दृश्य उस अकाल-पीड़ित इलाके में है। मैं आप की मार्फत निवेदन करूंगा कि इस अकाल की . . .

Shri Shivaji Rao S. Deshmukh: Disrespectful references to the national tricolour should be ruled out of order.

श्री बागड़ी : मैं नेशनल फ्लैग की तो इज्जत करता हूं। मैं चरखे वाले झंडे की बात कर रहा हूं।

श्री शिवाजी राव शं० देशमुख : माननीय सदस्य ने कहा, "तीन-रंगे दुपट्टे वाली सरकार"

श्री बागड़ी : मैंने चरखे वाले झंडे के बारे में कहा है।

अध्यक्ष महोदय : तीन रंगों वाले दुपट्टे वाली बात से माननीय सदस्य की क्या मुराद है ?

श्री बागड़ी : कांग्रेस का झंडा—कांग्रेस पार्टी का झंडा। (*Interruptions*).

अध्यक्ष महोदय, एक बात कह कर मैं खत्म करता हूं। हिन्दुस्तान में जो सुलगती हुई आग है, जो गरीबों की भूख है, छोटे गरीब लोगों, खानाबदोशों, जंगलों और झौंपड़ियों में रहने वालों के दिलों में जो आग झुलस रही है उसकी बात मैं आप की मार्फत इस सदन के सामने अर्ज करना चाहता हूं। मंत्री महोदय और प्रधान मंत्री से मैं अर्ज करूंगा कि वे वक्त के तकाजे को समझें। आज से पहले देश-पिता महात्मा गांधी ने मरने के पहले कहा था कि अगर कांग्रेसी शासक लोग भ्रष्ट होते

गए और जनता की बात को नहीं समझे, तो वह दिन दूर नहीं होगा, जब कि हिन्दुस्तान की जनता इन धौली टोपी वालों को चुन चुन कर मारेगी। मुझे भय है कि कहीं यह सरकार अपनी कुरीतियों पर पर्दा ही न डालती जाये और जनता की आग उठे और गांधी जी की वह भविष्यवाणी इन टोपी वालों के कत्ल से न पूरी हो।

अध्यक्ष महोदय : श्री कर्णीसिंहजी।

श्री क० ना० तिवारी (वगहा) : अध्यक्ष महोदय, झंडे के बारे में जो कहा गया है, वह तो रिकार्ड में नहीं रहना चाहिये।

अध्यक्ष महोदय : माननीय सदस्य कहते हैं कि नेशनल फ्लैग से उनका मतलब नहीं है। अगर उन्होंने नेशनल फ्लैग के बारे में कहा होता, तो मैं उसके बारे में कार्यवाही करता।

श्री क० ना० तिवारी : मैं समझता हूं कि किसी पार्टी के झंडे के बारे में भी ऐसी बात नहीं कहनी चाहिये। अगर उन्हींके झंडों को लेकर हम जूतों से रगड़ें, तो वे हमारा गला काट देंगे, वे हमसे झगड़ा करेंगे।

अध्यक्ष महोदय : आर्डर, आर्डर। मैं नहीं समझता कि इसमें कोई एतराज की बात है। मैं उनके लफ्जों को फिर पढ़ लेता हूं। अगर उनमें कोई आपत्तिजनक बात होगी, तो वह निकाल दी जायेगी।

Shri Shivaji Rao S. Deshmukh: Our Constitution says that *charkha* is represented by that wheel.... (*Interruptions*).

Mr. Speaker: It is Asoka Chakra.

Shri Karni Singhji (Bikaner): The food scarcity and the high prices have hit the poor and middleclass people of our country much more and we do not have to go very far to hear the groans of the people who are suffering under the pressure of heavy taxation and the cost of living that is going up day after day. I welcome this debate today because it gives the Members of this House an opportunity to express the people's feelings and grievances.

Since I am limited to ten minutes—I believe—I will focus the attention on problems afflicting Rajasthan in the food front. We raised the question about famine conditions in the northern parts of Rajasthan during the last session and we had a lukewarm assurance that Government would be taking every possible step to solve the problems affecting people in scarcity areas. They were hanging on to the hope that there would be a last rainfall and the situation might ease. Unfortunately the last rainfall failed and the famine conditions are extremely actute. Mr. Bagri had given some interesting facts about the expenditure incurred in 1939-40, one of the worst famine years of northern Rajasthan. His figures are more or less correct. The former Bikaner State spent about Rs. 45 lakhs, which would be equal Rs. 2 crores of today, in the same area. The Rajasthan Government, I believe, has spent Rs. 4·5 lakhs there and that too on digging tanks. On relief works only 1200, out of 2·5 lakhs of people affected by the terrible famine, have been provided. In spite of that the Rajasthan Government has the nerve to call itself a welfare State. They have gone to the extent of asking people to move upto 300 miles from their homes and work on Rajasthan canal project, when twenty years ago the Government of that time did not ask them to move out of heir homes but provided people with sustenance at their doorsteps. Why not the socialist State of today do the same thing, if not better? The fodder and waer scarcity is now a matter of great alarm. It has been reported in the Press adequately. Cattle to the extent of 6-10 lakhs are affected by this famine. Government has made arrangements—the motive may be good—to move cattle down south of Madhya Pradesh. But I had very recently the occasion this time to tour extensively

[Shri Karni Singhji]

the famine affected areas and I discussed with the people as to why they should object to this. The villagers explained that it was not possible for cattle which were used to grazing in desert areas to go and graze in the green fields in M.P. They feared that a large number of cattle would be destroyed in the attempt to move. I believe Government had opened a large number of fodder depots, ostensibly the assurance given was that fodder would be sold at Rs. 2·50 per maund. I understand authoritatively that it is sold at Rs. 4.00 per maund, and that too third rate fodder which the cows of our desert cannot eat. I hope Government which pledges itself to be a welfare State will go into this and preserve our livestock and give humanity suffering under famine conditions reasonable hope of living through the next few lean months.

While touring these areas, I went to the canal colony adjoining to the famine areas. Strangely enough people there brought to my attention that the canal had been abnormally closed this time and the *rabi* sowings had been damaged to a great extent and rice crops, almost completely damaged. This is indeed distressing because when we are facing a food crisis we could not possibly afford to lose any valuable food. I promised the people that I would table a short notice question hoping it would be admitted. Unfortunately for some reasons it was disallowed.

Mr. Speaker: Hon. Member cannot blame me for that.

Shri Karni Singhji: There is no reference to you, Sir. Probably Government were not prepared to accept this. The sum and substance of all this is that ten valuable days had been lost. The canal closure still continues, although, thanks to Dr. K. L. Rao, to some extent the water supply has been augmented.

Then again, though situated on the fringe of desert, the northern parts of Rajasthan are affected by two floods that take place from overflowing of Otu reservoir. The Ghaggar floods have been menacing and destroying thousands of acres of valuable crops every year, twice a year, both in summer and in winter. This matter was taken up here last session and I congratulate Mr. Rao who immediately took steps to visit this area and was able to put up some sort of a scheme. I take this opportunity to warn him once again that we expect another flood sometime in January or February when we estimate that about a lakh of acres of standing crops would be damaged. I hope that this advance notice will be sufficient and that steps will be taken to see that further crops are not destroyed.

This morning's paper reports the Rajasthan Government's desire to get the Central Government to make the Rajasthan Canal a national undertaking. As you know, the Rajasthan Canal is one of the world's mightiest projects with a water discharge of about 18,000 cft per second, and it is going to irrigate approximately 35 lakh acres. The Rajasthan Government quite obviously is not in a position to undertake such a mighty project and the time that it takes in slowed up work means so much less food. I welcome Shri Sukhadia's suggestion and I do sincerly hope that the Government of India will take this on as a national undertaking.

It is not possible for anybody who belongs to my generation, and when examining the question of food problem not to focus some attention to the increase in population in relation to food. Many of my hon. friends think that I suffer from a fad, an obsession, because on the very first oportunity I wish to refer to the population increase. As you know whether it is food, unemployment or whether it is the standard of living, they all

revolve round the number of mouths that we have to feed. No matter how hard many of us from the Opposition have tried, we find it next to impossible to get the Government to seriously accept the fact that population control is one of the most essential methods by which India can try to fight her poverty problems and save our food reserves. Even the Prime Minister the other day, when Shri Frank Anthony made a reference to popuulation increase, brushed off the subject with a few preliminary words. I feel that my generation, by the time they shift on to the benches across the House will probably be faced with a population of 60 crores to 80 crores of Indian citizens to feed, to employ and to contend with. I would like to know how we will find the food and the sustenance to support such a large population. Anybody who is going to man the Ministry which is in charge of family planning must be a man who is definitely, inherently dedicated to that belief.

I was in Japan the other day. I had the opportunity of seeing the Asia's leading country, and how they tackle this most baffling problem. On these tiny little island, 10 crores of people live. Tokyo City is three times the size of Delhi and yet today the people in Tokyo have a very high standard of living, perhaps something between England and America. Yet they are Asians, and those people today look at the problem entirely differently. A family decides whether it wants to have a child or whether it wants to build a house; whether it wants to buy a new car or whether it wants to have another addition to the family. The entire approach is so mechanical. Our country is probably old-fashioned in many ways, but for the younger generation I am afraid a new outlook is absolutely essential. Otherwise, I think the day is not far off when you may find yourselves in far greater trouble than we are today.

Mr. Speaker: If we do not have new babies all of us will grow old after some time!

Shri Karni Singhji: I have made a fair amount of study of the population problem. Our increase every year is one crore, and now that you have raised this point, I will give you one or two figures which will illustrate my point further. In terms of our third Five Year Plan, in relation to the amount of land that is coming under irrigation, the total acreage to be benefited by irrigation from continuing and new schemes under the third Five Year Plan, is 1,62,00,000 acres. Taking 30 standard acres for each family, the number of families to be inhabited will be 5,40,000. Taking a family of five, the number of persons inhabited will be 27 lakhs. With the present increasing rate of population, this number is equivalent to only 97 days' increase in population. I understand that if India could control our population increase to say, 50 lakhs a year, half of the present increase, I think we would be able to fight this problem of unemployment, lack of food, lower standard of living and all other connected problems.

I cannot conclude my speech without making a brief observation about the part that the Opposition has to play in bringing about a new country. I am an independent. I have been so for the last 12 years. Ideologically, I admit that I am closer to the Congress way of thinking because I believe in secularism and I believe in socialism, and I always have been believing in this philosophy. But I do feel that today, not only I but the whole country wants to see a change. People want to see a new Government to take over, to bring in something new, a new way of thinking, because anybody, whether it be Members of Parliament or whether it be Ministers will get stale if they sit in the same seats long enough. That is the process of democracy. But when my hon. friends in the Opposition are critical of what the Government on the opposite side is doing, I sometimes wonder whether they also should not share the blame. After all, the Congress or the party in

[Shri Karni Singhji]

power to the more exact—let us put it that way—is there by the grace of the Opposition, and certainly so in India. Because, if our Opposition today was not so divided in tiny little splinters to such an extent that it just does not count, surely, we would have a much stronger Opposition that would keep the Government in power on its toes. So, the next time we are critical about what the party in power is doing, we might think a little more and see what we can do ourselves to put our own house in order.

Then again, I would like to make a reference to Rajasthan, because I know how the situation is in Rajasthan. The people are discontented. I think that is the situation all over the country and I think people all over the world feel that way. People want a change. If only our major political parties in the Opposition who have a democratic socialistic approach to life were to unite and form a new party, we would certainly have a much better administrative system, a far cleaner Government with far more responsiveness, but yet our leaders in the Opposition are far too obsessed about their precious manifestos. I think the day is not far off when these manifestos of our splinter parties will be good enough only to plaster on the ceilings and walls. If the Members of the Opposition feel the responsibility to the country, if they feel that the people of the country today want a new Opposition to come up so that they may vote for them, then it is the time that they united into something new and big and sacrificed their precious manifestos to the good of our country.

Now, I do not wish to take the time of my other hon. friends who also wish to speak. All I want to say is that—

Shri Shivaji Rao S. Deshmukh: What is under discussion is food for physical consumption and not for mental consumption.

Mr. Speaker: Let him continue in his own strain.

Shri Karni Singhji: The Government, which is fighting the food problem and other battles for us, is entrapped in the cobweb of corruption. Corruption can be controlled more effectively if the Opposition is united and strong. My argument therefore stands to reason.

The country today is getting trapped in, what I would call, the cobwebs of red-tape. I found that all our Ministers, no matter how hard they may try to put matters right, often find it very difficult. They are up against red-tape. They are up against this huge, colossus of the Government machinery that is being created, essentially undoubtedly, but I am quite sure that many Ministers probably find that if they want a file to be moved, it takes a long time. Perhaps most Members of Parliament certainly know from personal experience that it is next to impossible for them to get the State Government files on important matters moving; how they get these files moved, I should not mention; you know it as well as I do.

Sir, we need a dynamic approach to build a new dynamic India. I am quite sure that the hon. Minister who is handling the food problem is fully conscious of the fact as to how the country is groaning under these problems of food and high cost of living. We would like to sincerely wish him the best of luck in his difficult task and hope that he will be able to create food self-sufficinecy in our country in the foreseeable future.

Shri K. C. Pant (Naini Tal): Mr. Speaker, Sir, since yesterday, we have been considering the food situation in the country with particular reference to rice and sugar. It is a subject of direct and vital interest to everyone in the country, and this debate is bound to have an impact on public opinion all over. What that impact is going to be, depends very largely on whether we use this opportunity for creating an informed and disciplined public opinion in the country or whe-

ther we indulge in playing to the gallery. We have to avoid an emotional approach to an important problem of this kind as that comes in the way not only of its dispassionate consideration but of fostering a constructive attitude of public opinion in the country, which is the very strength of democracy.

16 hrs.

There has been, understandably, anxiety over the sharp increase in prices earlier this year, because food is a necessity of life and the price of food affects the entire price-structure of the economy. Even so, if we look back at the Government's record in respect of food prices over the last 10 years or so, the performance on the whole has been one of relative success. During the ten years from 1953 to 1962, the cereal prices have increased by only 6 per cent. In 1953, the index stood at 100 and in 1962 at 106. As against this, the index of manufactures stood at 99 in 1953 and at 128 in 1962. That means, the price of manufactures went up by 30 per cent during the same period. I think it would not be wrong to say that this increase of 6 per cent in ten years was not entirely unexpected. It has been stated in the third Five Year Plan that:

> "Certain upward pressures on prices are implicit in development and they have to be accepted. The process of stepping up investment involves the creation of money incomes ahead of the availability of goods and services."

Later, it goes on to say:

> "It is essential to be prepared for a moderate rise in the price level while directing every effort possible towards preventing a rise in the prices of essential commodities."

So, I do not think that the price rise registered between 1953 and 1962 was abnormal from this point of view.

However, since April, 1963 undoubtedly there has been a sharp increase and the index started moving up at the rate of 3 points almost every month. Whatever one might say about the rise till 1962, there is no doubt that the sharp increase in prices in 1963 revealed a definite weakness in the Government's armour. There is no justification for such sharp increases in prices of essential commodities in a planned economy and the Government must find ways and means of controlling them and preventing their recurrence.

Unfortunately the problem is not just a long-term one. This is a problem which is there in the annual fluctuations in prices. We have scarcity months, which have become a normal feature of our calendar year. For rice, the scarcity period is April to October. For wheat, it is from October to March. It is in these periods that the Government has to be specially vigilant and ever ready to take effective action as and when necessary. What happens is, as has been stated by several Members, that the trader buys cereals at the harvest time when the prices are low, stores them and sells it when the prices are higher during the scarcity period. He does perform an essential function and he is entitled to a fair return. But he is not entitled to undue profit and that is a point that has got to be tackled. So, far and in future, the only way of tackling it is to inject cereals into the market whenever the prices show a tendency to rise. Thus far we have attempted to do this primarily through fair-price shops. That is an indirect method. I am afraid that this indirect method has not worked very well. It is slow and it is not very effective. Otherwise, we would have been able to control the spurt in prices this year more effectively. So, it is my suggestion that the Government should take to injecting cereals directly into the market, and in support of this, I would say that the experience gained in West Bengal this year in July-August is a

[Shri K. C. Pant]

pointer. In July and August, rice from Nepal was pumped into the market in Calcutta and for some time it managed to control the rising trend in prices. But essentially, while the Centre can help through trade movements as I have stated above and through other inter-zonal movements. it cannot maintain effective control and regulation of trade. That is for the States to do.

It is for the States to anticipate emergencies and initiate and take measures to keep the situation under control. The DIR gives them adequate powers to have prices displayed publicly and to requisition stocks for supply to deficit areas. However, if this regulatory mechanism is to function effectively, it is absolutely essential that the Government must have a buffer stock at its disposal. Somehow or other, the Government must strain every nerve to build up its own buffer stock, so that it does not depend on imports and can release any cereal it likes into the market at its will. This is the only way to safeguard the interests both of the producer as well as the consumer.

Yesterday, the hon. Member Shrimati Renu Chakravartty, complained that West Bengal suffered from a chronic food problem. The fact is that all the rice-eating States suffer from this problem. Orissa is a surplus area in rice-production and it meets the needs of West Bengal. Madhya Pradesh meets the needs of Gujarat and Maharashtra. But even Orissa, which is a surplus State, is peculiarly vulnerable to any slight changes in seasons. The reason is, in all these rice-eating States, they have a single crop system and they grow only rice. So, they are naturally far more vulnerable in comparison to double cereal States. It is significant that Punjab, which is a wheat-eating State, has the biggest surplus of rice, which it produces purely as a marketable commercial crop.

Shri Kapur Singh (Ludhiana): Rice in Punjab is forcibly procured; it is not voluntarily surrendered.

Shri K. C. Pant: The most sensible long-term solution of the rice problem would seem to be to diversify the production pattern of cereals in States growing only one cereal at present *i.e.* rice. As for procurement,—I am sorry Shrimati Renu Chakravartty is not here,—I agree with her that in order to build a buffer stock, we have to have maximum rice procurement not only from the surplus States, but from the surplus pockets of the deficit States also. As far as paddy is concerned, I am not sure how far the policy to procure paddy will be successful at the present level of the procurement price of paddy.

The difficulties experienced by West Bengal this year in the matter of scarcity of rice and high prices have been expressed so eloquently and so forcibly that one tends to lose sight of the fact that the Government's handling of the rice situation on an all-India basis was rather skilful. The short-fall in rice production was of the order of 3 million tons. Imports were pegged down to a level of 400,000 to 500,000 tons. So, there was a large deficit. Because there was a deficit, therefore, care had to be taken in procurement also, lest procurement should add to the shortages and difficulties of the farmer. So, the Government had only 1 million tons to distribute as against a deficit of 3 million tons. Even so, they succeeded in localising the stresses and strains both in point of area and time. Except for Bengal, the situation did not assume serious dimensions in any other State. Even Shrimati Renu Chakravartty was gracious enough to acknowledge yesterday that the Centre did not stint in giving all possible assistance to Bengal in its hour of need.

Now I come to sugar. Somehow for various reasons, which I do not have the time to go into, the sugar industry has become a sick industry, and it will

go on languishing unless the Government has a clear-cut, firm, long-term policy to guide it. In this matter, I am in entire agreement with my hon. friend, Mr. Puri. This year we are aiming at a production of 3:3 million tons and hoping to produce 3 million tons. As Mr. Puri said—again I agree with him—if we look ahead, by 1971, we shall be needing something like 5 million tons of sugar. How are we to achieve this level of production? We depend mainly for our sugar on U.P. and Bihar. But if you look at East U.P. and Bihar, the position in these two areas both in regard to cane cultivation as well as the sugar factories located there is so bad that one shudders to think of how those people manage. If you look at the yield of sugarcane, it is uneconomic. The recovery of sugar from that sugarcane is low and the size of the individual factories is so small that unless they are amalgamated in some way or expanded, they cannot come to an economic level. The holdings are tiny. All these are the problems in Eastern U.P. and Bihar. So, unless the cane is improved and factories are expanded there is no hope of setting the industry on its feet in these areas. At present this is a drag on the whole industry. So it is high time that Government gave very serious thought to this problem and took firm steps to solve it.

As for the marketing of sugar, again, I am in agreement with my hon. friend Shri Puri, that the only remedy seems to lie in setting up a Sugar Marketing Board. This would take over sugar from the factories at pre-determined ex-factory prices allowing for costs etc., and supply it at uniform prices to consumers all over the country through licensed wholesalers and retailers. Judging from present indications, Indian sugar will probably find a good market in foreign countries for some years to come, and this Board can handle exports also.

Now, there is the question of the cane price paid to the farmer in East U.P. and Bihar. Again, I find myself in complete agreement with Shri Puri. I do not want to repeat his arguments or to labour the point, but in its essence the problem is this. Some farmers in U.P. are receiving at present Rs. 1:75 per maund and others are receiving Rs. 2 per maund. I would be the last person to over-simplify this problem. But in the balance, in view particularly of the possibility of earning foreign exchange for surplus sugar, I feel that the farmers in East U.P. and Bihar should all get Rs. 2 per maund. This will definitely boost up sugar production in these areas in the long run.

Another problem Government will have to find some remedy for—this has also been mentioned by Shri Puri —is the need to cope with the *inter se* impact between gur, khandsari and sugar. As he said, a hand to mouth policy changing from year to year cannot cope with this problem.

In the ultimate analysis, the only real solution to the problem lies in production and more production. It is a matter of concern that food as well as sugarcane production has remained stagnant in the last two years. Of course, as has been stated in the House by many hon. Members, fluctuations and cycles are an inherent part of the agricultural pattern and India is not the only country to suffer from them. Countries in the west and in the east—USSR, China as well as America, Canada and Australia—suffer from the same defect. I have figures with me, but I have no time and therefore I would not go into them now. Nevertheless, we have to examine the reasons for the set-back in our agriculture.

Sir, I would take only two or three minutes in order to explain this point. The first thing is that we have spread out our resources in an unscientific manner. We have made expenditure the target and not production. We have taken no regard of the fact that where ten factors operate to increase produc-

[Shri K. C. Pant]

tion in a particular area, if nine are favourable and even one determining factor is unfavourable the production cannot go up even if you spend all your resources on those nine factors. That is something which we have never considered. Take, for instance, fertilisers. We have a target of distributing fertilisers. That target has been achieved. But if that fertiliser goes to an area where there is no irrigation then that fertiliser will not increase the production. Similarly, if you supply good seeds in an area where the soil is bad and cannot support a heavier harvest, then that good seed will also be wasted. In this way we have to concentrate on the application of our resources in a manner so as to produce the maximum results and stop when the point of diminishing returns is reached.

Sir, I shall skip over some of the points, but I do want to say this one thing. In our country about 40 per cent of the entire land under cultivation is dependent on precarious, uncertain rainfall. If the crop fails in those areas then it affects the general production level for the whole country and the deficit cannot be made up.

So, Government have got to give assistance to the cultivators in this vulnerable area and not rely on the normal methods of loans and borrowings. Otherwise, there is no hope for these areas. And we have to develop minor irrigation as much as possible in those particular areas.

Another point is that the Government gives too much attention to the fact that it should get a proper return for supplying accessories which go to aid agriculture. For example, take the power supplied to tube-wells. The fact is that what the Government may lose in terms of power rate can be more than compensated by an increase in production. So, it is a basic problem, and I hope the Government will give some thought to the matter.

Finally, I would support the suggestion of Shri Malhotra for the appointment of an Agricultural Commission. I would, in particular like that Commission to go into the question of agricultural statistics because, as we are planning just now, if our statistics are uncertain then our plan becomes an exercise in approximations. With these words, I thank you, Sir, for giving me an opportunity.

Mr. Speaker: There is a pressing demand on me from several hon. Members to give them an opportunity to speak. If the hon. Members agree we might sit an hour longer. Even then, I will have to make a request to the hon. Members that they might just make their points and finish their speeches within ten minutes so that we can allow a large number of hon Members to participate in the debate.

Shri Raghunath Singh: Sir, today there is the party meeting in the Central Hall.

अध्यक्ष महोदय: मेरा ख्याल है कि चूंकि अभी काफ़ी मैम्बर्स बाकी रहते हैं जोकि इस पर बोलना चाहते हैं इसलिए अगर हाउस राजी हो तो हम आज एक घंटा ज्यादा बैठ लें यानी ६ बजे तक बैठ जायें ताकि पांच, सात मैम्बर्स को बोलने का मौका मिल जाय। कल क्वैश्चन आवर के बाद मुझे मिनिस्टर साहब को बहस का जवाब देने के लिए बुलाना है।

श्री रघुनाथ सिंह : अध्यक्ष महोदय, आज पांच बजे से कांग्रेस पार्टी की मीटिंग हो रही है।

अध्यक्ष महोदय : मीटिंग ६ बजे हो जायगी। वैसे अगर मिनिस्टर साहब को कोई ऐतराज न हो तो मैं कल १ घंटे का समय और मैम्बरों को बोलने के लिए दे दूं और उन को १ घंटा देर से जवाब देने के लिए बुला लूं।

Sardar Swaran Singh: Sir, I am entirely in your hands.

अध्यक्ष महोदय : ठीक है । वैसे मुझे अफसोस है कि मैं उस मौके पर मौजूद न रह पाऊंगा । कल क्वैश्चन आवर के बाद मुझे बाहर चले जाना है । डिप्टी स्पीकर साहब पांच, सात मैम्बर्स जो बाक़ी बचते हैं उन को बोलने के लिए एक घंटा और दे देंगे और उस के बाद मिनिस्टर साहब को बुला लेंगे ।

चूंकि बोलने वाले बहुत लोग हैं इसलिए अब आयन्दा से कोई भी मैम्बर १० मिनट से ज्यादा वक्त न ले । मुझे उन को बैठाने के लिए पांच, पांच घंटियां न बजानी पड़ें और मैं मैम्बर साहबान से उम्मीद करूंगा कि वह दूसरी घंटी पर अपनी बात कहना बन्द कर देंगे ।

Shri Himatsingka (Godda): Mr. Speaker, many hon. Members have stated their points of view as to how the position can be improved and the main factor that has been blamed for the difficulties that the country is facing is the vagaries of nature. Another factor that we have got to consider is whether or not we can produce much more from the same area of land. In that connection, I will give certain figures of production of the main food crops in India and in other countries to show the miserable state of affairs of our production as compared to that of other countries.

Taking rice first, in India we produce only 1500 kilograms per hectare whereas in Japan they produce 4,800 kilograms and in UAR 5,000 kilograms. We produce 750 kilograms of wheat per hectare whereas UAR produces 2,500 kilograms and West Germany 3,500 kilograms. In the case of potato we produce 7,500 kilograms whereas West Germany produces 24,000. Taking groundnut, we produce 750 kilograms whereas Japan produces 2,300 kilograms. Therefore, we have to see why we cannot improve or increase our production per hectare or acre in our country, if not up to the position of the country which is producing the utmost, at least to a considerable degree, so that from the same area of land we can have more production. Similarly, if we take he production of cane, we find there is a big difference between our production and that of other countries.

16.20 hrs.

[SHRI THIRUMALA RAO *in the Chair*]

In India per acre we have 14.49 tons, in Java it is 56 tons and in Hawaii it is 85 tons. In some other countries it is over 40 tons. That has affected the production of sugar also per ton of cane. That is to say, the sucrose content also in our country is much less than what they get in other countries. For instance, in Java 56 tons of cane give 6½ tons of sugar whereas in our country 15 tons practically of cane give only 1·3 tons of sugar. Therefore we have to consider what steps can possibly be taken to increase production and to improve the quality also.

The vagaries of nature is the main difficult problem which has been standing in the way of proper production. There is water flowing in our country which is discharged in the sea. There is water underground. If we take proper seps to utilise the water that is wasted during the rainy season and during the other seasons and if we take proper steps to get water from underground, I think, most of the problems so far as cultivation is concerned will be solved.

I had been to my constituency (Godda) recently and I found that a large number of small rivers, rivulets and ponds could be properly utilised but unfortunately in spite of the community development programme not a single scheme, either minor or medium, was being taken up. There is money which can be utilised but there is no drive. There are so many officers in a block that the whole thing is blocked and not much progress is being made. Somebody is thinking of one scheme and another person is

[Shri Himatsingka]

thinking of another scheme. I feel that our attention should be diverted and focussed on this one important item of supplying water and of making provision for water in areas which have got good, fertile land and which could give immediate return. As a matter of fact, I was told that if we spend about Rs. 2 lakhs and have a bund on a river which is known as Rajbund and Senbund, we could get more than Rs. 2 lakhs in the first year and the scheme can be completed within less than 12 months. There are a number of such schemes in a number of areas which should be utilised, taken up and completed as quickly as possible.

Then, there is the shortage of fertilisers and we need them badly. But a very valuable fertiliser in the shape of cowdung that we have in the country is burnt and is turned into smoke. Several million tons of cowdung are burnt every year. There should not be much of a difficulty in utilising this cowdung for the purpose of manure and giving the persons who are burning cowdung, in exchange of that, coal which they can conveniently utilise. This will give more production to the country. I think, if the Government take steps about these two items and educate the people to utilise them, we shall be able to have a lot of increased production.

Similarly, I feel that some of our food habits also need a change. At the present moment we lose a lot of valuable substance from our day-to-day food on account of ignorance and want of knowledge about food. In the case of rice, I think, in most parts of the country *mand* or *kanji* as it is called in some parts is thrown away, but that is the most substantial part of rice and if we throw that away, we lose valuable nutrition. If that is not wasted, I think, much less rice will be needed for man's nutrition. Similarly, I feel that we should concentrate on some other schemes so that we can have more production in the same area. We have got a little more production than what we had before by extending the area under cultivation. But there has not been much of intensive cultivation or what is now being called the package programme schemes. If we devote our attention to that, I think, we shall be able to solve at least a major protion of our difficulties and we will not have to depend on imports and the sooner we decide not to import, the sooner we will be able to increase our production. At the present moment, we always feel that we shall be able to get our supplies from outside and so we need not bother and take the necessary steps to increase the production. This year, the over all revenue collections have been very good and we have not been able to spend much on our defence. I think it is high time that we spend a lot of money on irrigation and other purposes for increasing production and production can also be increased for other cash crops or raw materials needed for our industries, like, cotton, jute and other things. We can earn more money and more foreign exchange also and depend less on foreign countries. Therefore, proper steps should be taken to see that we get immediate returns and also ask the States to devote more attention to irrigation and to utilise the water that is at the present moment being wasted. That can be stored in the shape of tanks during the rainy season and can be utilised later.

16.27 hrs.

(MR. DEPUTY-SPEAKER *in the Chair*)

श्री लहरी सिंह (रोहतक) : जनाब डिपुटी स्पीकर साहब, यह हमारे मुल्क की बदकिस्मती रही है कि ब्रिटिश गवर्नमेंट ने इतने लम्बे अर्से में इस मुल्क की जगाग्रत का डेवलपमेंट नहीं किया । उन के वक्त में भी हालत यह थी कि काफ़ी फूड ग्रेन्ज़ बाहर

से मंगा कर ही पूरा किया जाता था । जब अपनी गवर्नमेंट आई, तो उस के सामने तीन प्राबलम्ज़ हैं ।

एक तो यह है कि हिन्दुस्तान में सब से ज्यादा रकबा ऐसा है, जोकि बारानी है, जोकि बारिश पर मुन्हसिर है । अगर बारिश हो जाये, तो वहां पर कुछ पैदावार हो जाती है और अगर बारिश ज्यादा हो जाती है, तो वहां पर फ़सल नहीं बोई जाती है ।

दूसरी प्राबलम यह है कि यहां का ज़मीदार, यहां के काश्त करने वाले, अन-इकानोमिक होल्डिंग्ज़ वाले हैं, छोटी छोटी होल्डिंग्ज़ वाले हैं, जिन के पास थोड़ा थोड़ा सरमाया है, जो न तो ट्रैक्टर रख सकते हैं और न ही ट्यूबवैल बना सकते हैं । बैल से इतना खर्चा होता है कि आप अन्दाजा नहीं लगा सकते । बैल का खर्चा भी अनइकानोमिक होल्डिंग्स की वजह से पूरा नहीं हो सकता है ।

तीसरी प्राबलम यह है कि हिन्दुस्तान का ट्रेडर और मरचेंट बहुत हुशियार है । वह मैटरीज़ से इस बात में एक्सपर्ट है कि जहां पर खुराक की कमी हो, वहां पर पब्लिक को ज्यादा से ज्यादा तक्लीफ़ दी जाये । होर्डिन्ग करने, ब्लैक मार्केटिंग करने और स्मगलिंग करने में उस का मुकाबला हिन्दुस्तान में ही नहीं, बल्कि वर्ल्ड में भी कोई नहीं कर सकता । उस की कोई कान्शेन्स नहीं होती है कि मुल्क में क्या हालत है, हिन्दुस्तान में कितनी ग़रीबी है, लोगों को कितनी तक्लीफ़ है ।

आज प्लानिंग में कितना ही रुपया सरकार खर्च करे, लेकिन सब से पहले यह देखना जरूरी है कि नहरों और दरयाओं से हिन्दुस्तान का इतना बड़ा रकबा सहराब नहीं हो सकता है । ठीक है, डेम्स बनाये जा रहे हैं, ठीक है रिवर्स को कंट्रोल किया जा रहा है, लेकिन यह प्राब्लेम रिवर्स से इरिगेशन कर के हल नहीं हो सकती । यू० एस० ए० के अन्दर सब से पहले स्टेप लिया गया, वहां ब्रैकिश पानी था, जो खराबी हमारे यहां भी थी, इसलिये सब से पहले उन्होंने कंसेंट्रेशन किया डीप ट्यूबवेल पर, और ट्यूबवेल कहीं कहीं तो काफी गहरे गये । यहां पर गवर्नमेंट ने उस का नाम तो रख दिया, प्लानिंग के अन्दर भी पढ़ा कि डीप ट्यूबवेल के तजुर्बे को यहां किया जायेगा, लेकिन आखिरकार जैसा तजुर्बा डीप ट्यूबवेल का अमरीका में किया गया वैसा यहां नहीं किया गया । इस का नतीजा यह है कि १७ सालों के अन्दर हम ने डेवेलपमेंट तो किया, रिवर्स की मार्फत इरीगेशन भी बढ़ाया, यह ठीक है, काफी मदद की, लेकिन जहां रिवर्स पानी नहीं दे पातीं वहां नहरें नहीं हो सकतीं । इसलिए यहां पर ट्यूबवेल निहायत जरूरी है । जिस तरह से अमरीका में एक्सपर्ट्स थे, जिस तरह वहां पर मशीनरी बड़ी डेवेलप्ड थी, सब चीज़ें थीं, जब तक उस तरह से यहां ट्यूबवेल नहीं बनाये जायेंगे तब तक इस कंट्री की फूड प्राब्लेम हल नहीं हो सकती । बारिश से ही हमारा काम नहीं चलेगा । जब बारिश होगी, मिनिस्टर साहब की तारीफ होगी और बारिश नहीं होगी तो मिनिस्टर साहब को कंडेम कर दिया जायेगा कि कुछ नहीं है, कुछ नहीं है ।

एक और बात मैं अर्ज़ करना चाहता हूं कि हम इस चीज़ को रिअलिस्टिक वे में लें । बदकिस्मती यह है कि हम ने अब तक ऐसा नहीं किया । मैं किसी पसर्न को क्रिटिसाइज़ नहीं करना चाहता, लेकिन कोई ऐसी बात रही है, प्लानिंग में क्या और मिनिस्ट्री में क्या, कि जो खेती करने वाले लोग हैं जिन का डाइरेक्ट ताल्लुक है खेती से, उन्हें नज़दीक नहीं फटकने दिया जाता । फार दी फ़र्स्ट टाइम, मैं समझता हूं कि सरदार साहब इस को देखेंगे और प्लानिंग को भी कन्ट्रोल करेंगे और ट्यूबवेल पर कुछ खर्च करेंगे । ट्यूबवेल पर जितना ज्यादा खर्च किया जायगा उतना ज्यादा अच्छा होगा ।

[श्री लहरी सिंह]

इस सिलसिले में दूसरी बात यह अर्ज़ करना चाहता हूं कि हिन्दुस्तान में छोट छोटे जमीदार हैं, दो दो एकड़ के, और मुल्कों की तरह यहां भी ला पास कर दिया गया है कि जमीन बड़े लड़के के ही पास जाय, वह तकसीम न होने पाये, लेकिन साथ ही आज हम देख रहे हैं कि जमीन जितने लड़के हैं उन में तकसीम हो रही है, कुछ सीलिंग का भी टंटा है। कहां जाता है कि यह सोशलिस्टिक पैटर्न है और इस तरह से जमीन के टुकड़े करवाये जा रहे हैं। लोगों से जमीन छीनी जा रही है। आप समझ सकते है कि दो एकड़ में, दस एकड़ में या तीस एकड़ में कौन आदमी अफोर्ड कर सकता है कि वह ट्यूबवेल लगा ले। बिल्कुल गैर-मुमकिन है। यह बहाना कर दिया जाता है प्लैनिंग कमीशन की तरफ से या गवर्नमेंट की तरफ से कि एक खास कोआपरेटिव बनाई जाय और कोआपरेटिव को गौर से पढ़ लो, देख लो, कोआपरेटिव लार्ज स्केल पर कन्ट्री में लानी होगी क्योंकि जहां पर अनएकानमिक होल्डिंग है वहां पर ट्यूबवेल नहीं बनाया जा सकता। या तो अनएकानमिक होल्डिंग्स के लिये ट्यूबवेल लगाने के लिये कोई कारपोरेशन बनाइये या और चीज़ बनाइये। फिर आज छोटे जमींदार के लिये क्या मुश्किल है कि दो बैल रखने पड़ते हैं। अगर दो एकड़ के लिये दो बैल हों तो उस से दो बैलों का गुजारा नहीं होता, वह खाना कहां से पैदा करे। जो पैदा करता है वह बैल खा जाते हैं। जहां इतनी अनएकानमिक होल्डिंग्स हैं और आप सोशलिस्ट पैटर्न की तरफ देख रहे हैं, वहां आप कोई ला बनाने के लिये तैयार नहीं हैं तो इस मुल्क का भला कैसे होगा। छोट छोटे टुकड़े हो जायेंगे। इस लिये यहां पर सोचना है कि उन के साथ जबर्दस्ती नहीं करनी है कि उन की जमीन को छीन लें। उन को रोकने के लिये आप कोई ऐसा उपाय सोचे कि उनको लाइट ट्रैक्टर भी मिल जायें किराये पर और ट्यूबवेल भी गवर्नमेंट की तरफ से बन जायें। फिर आप देखेंगे कि हम को अनाज ही अनाज मिल जायेगा। एक एकड़ में आप पानी दे देंगे तो जमींदार कितना ही अनाज पैदा कर देंगे।

आज गांवों में ग्रामसेवक बिठलाये हुए हैं, उन्होंने लेक्चर दे दिया कि लोग साइंटिफिक वे में काश्त करना नहीं जानते जो कि हम करवायेंगे, लेकिन पंजाब में सारे देश में जमींदार काश्तकारी करने वाला आदमी है पर क्या करे, लाचार है, मजबूर है, उस के पास न छोटा ट्रैक्टर है जो किराये पर उस को मिल जाये और न उस के पास ट्यूब वेल का पानी है। नहरों से पानी मिल जाये तो गनीमत समझो वर्ना सारे के सारे राजस्थान में जले जाइये, गुजरात में चले जाइये, पंजाब के हिस्से लोहारू में चले जाइये जिस के लिये बागड़ी साहब कह रहे थे। मिनिस्टर साहब को अच्छी तरह से मालूम है कि उन लोगों के पास आज अनएकानमिक होल्डिंग है। मैं ने खुद छोटे ट्रैक्टर बनवाये अमृतसर में, इस खयाल से कि यह काफी तादाद में गांवों में रख दिये जाये और कोई कमेटी बना दी जाये जिस के जरिये से वह किराये पर मिल जायें और जमींदार का दो बैलों से छुटकारा हो जाये।

दूसरी चीज़ मैं यह अर्ज़ करना चाहता हूं कि यहां का ट्रेडर बहुत होशियार है, वह गवर्नमेंट के बहुत नज़दीक है और हर एक शक्ल में अपना पंजा जमाये बैठा है। जब तक ट्रेडर को टैकल नहीं किया जायेगा तब तक मैं समझता हूं कि फूड बड़ी भारी फूड प्राब्लेम है, वह हल नहीं हो सकती है। छोटे छोटे मुलाजिम छोटी छोटी तन्ख्वाहों में गुजारा करते हैं, आज २१ और २३ रुपये मन का आटा है, शुगर मिलती नहीं है। इस लिये कोई डिमाक्रेसी आप की फेल नहीं होगी इस बात पर कि आप मजबूर कर

दें ट्रेडर को । जो ५० मन से ज्यादा होर्डिंग करता है जोकि एग्रिकल्चरिस्ट नहीं है, जो ट्रेड करता है, उस के लिये फार्म छपवायें और उस से इन्फार्मेशन लें कि किस किस इलाके में, किस किस मंडी में, किस के पास क्या होर्डिंग है । आप के पास इन्फार्मेशन हो । जब गुजरात में कहत पड़ रहा हो तो वहां के ट्रेडर्स से कहें कि वे अनाज भेजें उन लोगों के लिये । कोई भी भेजे, लेकिन गवर्नमेंट रीजनेबल रेट्स पर जहां कहत हो वहां पर उन लोगों से अनाज खरीद कर भेजे । आज मंडियों की यह हालत है कि अनाज छिपा हुआ है और आप के पास इस की इन्फार्मेशन है । मान लीजिये कि कलकत्ते में चीज़ भेजनी है क्योंकि वहां की दुकानों पर अनाज मंहगा बेचा जाता है, तो गवर्नमेंट खुद खरीद कर कहतसाली को मीट करने के लिए उसे वहां भेज दे । जो ट्रेडर्स हैं वह बहुत चालाक हैं, वह आपके पार्लियामेंट में बैठे हुए हैं, असेम्बलियों में बैठे हुए हैं, मिनिस्ट्री की शक्ल में बहुत सी जगहों पर हैं । यह ट्रेडर्स काबू में आने वाले नहीं हैं। इस लिये इनके साथ डंडे से काम लिया जाना चाहिये । उन को आप फार्म दीजिये और उनको राज पाट से थोड़े से फासले पर रखिये । अगर ऐसा किया गया तो मैं कहूंगा कि डिमाक्रेसी में ऐसा भी होना चाहिये कि जो कैपिटलिस्ट हैं उन को एम० एल० ए० और एम० पी० नहीं होना चाहिय, उन को इस की इजाजत नहीं देनी चाहिये । यह ट्रेडर्स राज्य को खराब करने के लिये हैं । यह ट्रेडर्स खुद होर्डिंग करते हैं और ब्लैक-मार्केटिंग करते हैं, स्मग्लिंग करते हैं और गवर्नमेंट को बदनाम करते हैं । अगर हम को गुजरात में चीज़ भेजनी हो, कलकत्ते में चीज़ भेजनी हो तो मिनिस्टर साहब को चाहिये कि एक बार बाहर आ जाएं और सब जगह उस को भज दें ले कर जितना चावल हो । हां, यह न हो कि वह रीजनेबल रेट्स से मंहगा हो । वह रीजनेबल रेट्स पर आये । उस को एक्वायर करने की पावर भी होनी चाहिये जिस में कि वह रीजनेबल रेट्स से मंहगा न बेचे। गवर्नमेंट ट्रेडर्स से इन्फार्मेशन ले और इस तरीके को अपना परमानेंट फीचर बना ले कि जहां पर इमर्जेंसी हो वहां भेजे । जिस तरह से अंग्रेज ने लड़ाई के वक्त में किया था कि हर एक आदमी फार्म भरे और उसमें पूरी इन्फामशन दे उसी तरह से गवर्नमेंट को यह परमानेंट फीचर बना देना चाहिये ताकि जहां पर मुसीबत हो वहां वह इस तरह से करने के लिये तैयार हो ।

एक बात मैं कहना चाहता हूं कि ऐसा नहीं होना चाहिये कि ज्यों ज्यों इलाज किया मर्ज बढ़ता गया । अगर आप इस तरह के इलाज करते रहेंगे जैसे कि कर रहे हैं तो यह बढ़ता जायेगा । किदवई साहब ने इस को ठीक समझा था और उन्होंने डिकन्ट्रोल कर दिया था । कोई नहीं भागता या दौड़ता । एक रोज आपने डिकंट्रोल गुड़ का कर दिया, चीनी का कर दिया तो जो आदमी चीनी नहीं खाता था वह चीनी खाने लगा । डिकन्ट्रोल किये बगैर आप एक बड़े दलदल में पहुंच जायेंगे जिस का इलाज आपके पास नहीं होगा ।

मैं ज्यादा वक्त न लेते हुए कोई बात दोहराना नहीं चाहता । लेकिन एक खराबी बतला दूं कि बादेहात में जितनी पंचायतें हैं उनके लोग बेचते हैं अनाज को । जो सरपंच वहां भेजे जाते हैं वह ऐसा करते हैं । बादेहात की मुसीबत इतनी भारी हो चुकी है जिसका ठिकाना नहीं है । जिस पंच के ऊपर गवर्नमेंट को इतना फख्र है उस सरपंच को जो कोटा मिलता है वह उसका नाजायज इस्तेमाल करता है । बादेहात आज रोते हैं । इस बात का आपको खयाल करना चाहिये । इसलिये जो मार्केटिंग है उसकी स्टट ट्रेडिंग आपको अपने हाथ में लेनी चाहिये और डिकन्ट्रोल बिल्कुल खत्म कर देना चाहिये ।

Mr. Deputy-Speaker: Shri K. C. Sharma. Ten minutes to each hon. Member.

Shri K. C. Sharma: I have just to put the problem in a nutshell. The fundamental problem, the most important problem of India is that of malnutrition. With malnutrition goes hunger. Nobody who is half-fed or who is not given the minimum necessary food to enable to work on the soil, can really work. The second problem is ignorance. With ignorance goes proverty. No country in the world has been independent where ignorance was the rule among the people. If ever it was, it could not retain it. It is not only for a better living, but it is for even maintaining a stable and free country that education is necessary. Without education, improvement is impossible, the country will ever remain as it is. The fundamental mistake that this Government committed was that it took on too many schemes, tried to deal with too many problems, provide too many solutions, but without creating the man to understand the proposition. I have visited 50 villages, and I asked them to build the houses destroyed by flood. When I asked them to change the bricks, to change the material, they say, why, it should remain as it was. So, an improved society is an impossible proposition unless man changes his mind, and man would not change his mind unless he is well educated. You cannot have a new, modern India with uneducated people. It is simply impossible. So, I beg to submit that the first problem, and the most important problem is to have education, universal education, free education, to have a school in every village with extension service, to have every ten miles an intermediate college with agriculture compulsory in that college, to have in every district a bigger college with agriculture compulsory, because nowhere in the world has industrial revolution been possible without being preceded by an agricultural revolution. Unless you produce enough food for the worker, for the citizen, industrial revolution would not be possible. A greater India is an impossibility without having a better agriculturist, and a better agriculturist is an impossible proposition without education and technology.

The second point is technology and macro-Economy and the third point is ideology.

Dr. M. S. Aney (Nagpur): What is the fourth point?

Shri K. C. Sharma: The fourth point you need not discuss, these three will do the job.

So far as technological improvement is concerned, it is a subject which everybody who has some brains understands and macro-Economy logically follows technological development. About the third point of ideology, I say that India has been bred up with the norm and ideology that it is better to be rather than to have. But modern technique has developed, modern life has grown on the ideology that it is better to have rather than to be. The other day I was talking to Shri Nanda. I told him that unless he had a modern man at the helm of affairs who believes in modern ways of doing things, he could not tackle corruption, things would not improve. And the Minister said he believed in tradition, he believed in astrology. I said: then close the book, my dear friend, nohing is going to happen.

I put it straightaway. What does tradition mean? It means that, in the family phraseology, my great grandfather had seven elephants, but I have no elephants, and so I take the tail of a pig and put it on the wall and say here is the tail of an elephant that my great grandfather had. This is what tradition means. And the Home Minister is talking of tradition. It is an impossible proposition.

Astrology means that there are sun spots in the Sun, that they affect the movement of the stars, and the move-

ment of the stars determines the destiny of the man. No soldier is going to fire his gun if his destiny is determined by the stars, no peasant is going to till his soil if his destiny is determined by the stars. That is why nowhere else in the world is this wooden plough worked in the field.

Shri Swaran Singh: I assure him that I am not a believer in astrology.

Shri K. C. Sharma: That is good, I welcome it.

I repeat that these three propositions are necessary, and the sooner they are taken by the Government, the better is the prospect of a greater India. Otherwise, we are a doomed people.

I request that people press that the restriction on the transport of gur be done away with. I think this proposition should be taken seriously, and people should be paid their due.

श्री प० ला० बारूपाल (गंगानगर) : उपाध्यक्ष महोदय, जो सदन में दो दिन से खाद्य समस्या पर चर्चा हो रही है उसके सम्बन्ध में मैं कुछ आपसे निवेदन करना चाहता हूं ।

मैं गंगा नगर जिले से चुन कर आया हूं और मेरा इलाका कृषि प्रधान है । आप जानते हैं कि इस साल कृषि उत्पादन कम रहा है । जहां तक मैंने इस प्रश्न पर विचार किया है और अनुभव किया है, वहां तक मैं इस परिणाम पर पहुंचा हूं कि उचित मात्रा में सिंचाई के साधन उपलब्ध न होने के कारण उत्पादन में कमी रही है । इस बारे में मेरा एक सुझाव है । मैं देखता हूं कि आप के विभिन्न विभाग एक दूसरे के साथ सहयोग नहीं करते। मेरा सुझाव है कि कृषि मंत्रालय जिस मंत्री के पास है उसी के पास सिंचाई विभाग होना चाहिये, उसी के पास कोआपरेटिव और कम्युनिटी डेवेलपमेंट विभाग होना चाहिये । यदि ये सारे विभाग एक ही मंत्री के पास होंगे तो अफसर लोग इनको अपना काम समझा कर जिम्मेदारी के साथ काम करेंगे और कृषि उत्पादन में तरक्की होगी । यह बहुत बड़ा सवाल है ।

मुझे खुशी है कि इस समय जो हमारे कृषि मंत्री हैं वे किसान के घर में पैदा हुए हैं । लेकिन हमने देखा है कि पहले ऐसा हुआ है कि किसी बनिये को कृषि का मंत्रालय दे दिया गया और जिसको खेती का अनुभव है उसको दूसरा काम दे दिया गया मंत्रालय में । ऐसा हमारे प्रधान मंत्री जी ने किया है, लेकिन उस बारे में मैं इस समय कुछ नहीं कहना चाहता । लेकिन ऐसा मेरा सुझाव है कि जिसको जिस काम का अनुभव हो उसको वही काम देना चाहिये ।

आज यहां किसान की बात बहुत कही जाती है और मैं समझता हूं कि किसान का नारा लगाकर ही कांग्रेस ने यह सरकार बनायी है । किसान का प्रतीक जो बैल है उसके नाम से वोट लेकर हम यहां पार्लियामेंट में आये हैं । हमने समाजवाद का नारा लगाया और कहा कि समाजवादी व्यवस्था के आधार पर इस देश का निर्माण करेंगे, लेकिन समाजवाद का केवल नारा लगाया गया । सरकार की जो आज तक की व्यवस्था रही है वह समाजवादी व्यवस्था नहीं रही है, मैं तो कहूंगा कि वह पूंजीवादी अर्थ व्यवस्था रही है ।

हमने जब सरकार बनायी थी तो बड़ा आन्दोलन किया था । हमारे भाई ज्योतिषी जी ने कहा कि अंग्रेजों के राज्य में लोग भूखे मर गए लेकिन इस सरकार ने यह हालत नहीं होने दी । यह खुशी की बात है कि आज अंग्रेजों के वक्त जैसी हालत नहीं है । लेकिन आज किसान की यह हालत है कि वह न मरता है और न जीता है वह अधमरा हो रहा है । आज ऐसी अर्थ व्यवस्था है । हम स्वराज्य लाए लेकिन स्वराज्य स्थापित करने में असमर्थ, रहे, सुव्यवस्था करने में असमर्थ रहे हैं ।

मैं आपका ध्यान राजस्थान नहर की ओर दिलाना चाहता हूं । राजस्थान नहर से

[श्री प० ला० बारुपाल]

कम से कम ३५ लाख एकड़ जमीन में सिचाई होगी । राजस्थान में खेती योग्य भूमि बहुत है । कुछ इलाके में लिफ्ट इर्रीगेशन के द्वारा सिचाई होती है । और अगर इस सिचाई को बढ़ाया जाए तो वहां उत्पादन बढ़ सकता है ।

पंजाब में घग्घर नदी की बाढ़ से हजारों एकड़ जमीन पर असर पड़ता है और उत्पादन की हानि होती है । अगर उस पानी को राजस्थान की तरफ मोड़ कर चूरू और रतनगढ़ के इलाकों में नहर ले जायी जाए तो वहां उत्पादन बहुत बढ़ सकता है । जब गंगा नहर नहीं थी तो गंगा नगर का इलाका रेगिस्तान था । लेकिन गंगा नगर के आने से वहां ६ लाख एकड़ जमीन की सिचाई होती है । इसी प्रकार राजस्थान नहर से काफी जमीन की सिचाई होती है । मैं समझता हूं कि अगर राजस्थान में सिचाई के साधन बढ़ाए जायें तो वहां उत्पादन बहुत बढ़ जाएगा ।

चीनी के बारे में सरकार की जो वितरण नीति है उसको मैं ठीक नहीं मानता । आज हालत यह है कि किसान को जब चीनी की जरूरत होती है तो उसको प्रति परिवार एक किलो चीनी मिलती है और शहरों में प्रति व्यक्ति एक किलो चीनी दी जाती है । हम लोग चाय तक बनाने में असमर्थ हैं, और मैं आपको सूचना देना चाहता हूं कि गंगा नगर के किसानों ने यह फैसला कर लिया है कि गंगा नगर की शूगर मिल को गन्ना नहीं देंगे क्यों कि न तो हम को गुड़ मिलता है और न चीनी मिलती है ।

यहां कहा गया कि गुड़ ६० रुपये मन मिलता है । मैं कहता हूं कि मेरे इलाके में गुड़ ८० रुपये मन बिकता रहा है । यह कितने शर्म की बात है । और वह भी समय पर नहीं मिलता । और चीनी मेरे यहां तीन रुपये सेर मिलती है । अगर किसी को विश्वास न हो तो मैं उसको अपने साथ ले जा कर दिखा सकता हूं । ठीक है अगर कमी है तो कंट्रोल किया जाये, लेकिन व्यवस्था यह नहीं है कि सब को ठीक तरह से चीनी मिले । और व्यापारी चीनी दबाये बैठे हैं, आप चाहें जितनी चीनी ब्लैक से खरीद सकते हैं । तो मैं अर्ज करना चाहता हूं कि इस व्यवस्था में सुधार होना चाहिये । आज हिन्दुस्तान के ९० प्रतिशत लोगों में इस व्यवस्था के कारण असंतोष है । आज उनका जीवन लड़खड़ा रहा है । आज वह परेशान हैं और उनको कुछ सूझता नहीं है । मैं कोई भावुकता की बात नहीं कह रहा हूं । मैं कांग्रेसमैन होकर जब ऐसी बातें करूंगा तो आप भली भांति समझ सकते हैं कि दूसरे इस बारे में क्या कहते होंगे ? लेकिन मेरी मजबूरी है, मैं करूं तो क्या करूं क्योंकि जो हकीकत है वस्तुस्थिति है उसको छिपाया तो नहीं जा सकता है ।

अभी बीकानेर के अकाल के बारे में महाराजा साहब ने कुछ आंकड़े रखे । यह ठीक बात है कि उस जमाने में जब कि वहां पर सामंतवादियों की स कार चलती थी तो उस समय भी अकाल का सामना करने के लिये वह सरकार जिसे कि हम सामन्त-वादियों की सरकार कहते हैं, वह काफी पैसा इसके लिये खर्च करती थी । आज भारत को स्वतन्त्र हुए १६ वर्ष हो गये हैं । आज वहां बीकानेर में भयंकर अकाल की अवस्था है । मैं उसको ज्यादा बढ़ा कर नहीं कहना चाहता लेकिन वहां पर मवेशियों को खाने को घास आदि नहीं मिलती है, चारे के अभाव में मवेशी मर रहे हैं, लोगों को काम नहीं मिल रहा है । यह तो ठीक है कि अनाज २२ रुपये मन मिल सकता है लेकिन वहां की

आर्थिक व्यवस्था बड़ी ही दयनीय हो गई है। उन गरीबों के पास में इतना पैसा ही नहीं है कि वह अपनी जरूरत भर का अनाज आदि खरीद सकें। उन गरीबों की क्रय शक्ति रही ही नहीं है। आज हिन्दुस्तान आजाद है लेकिन मैं ईमानदारी के साथ आप से यह बात कहना चाहता हूं कि वहां ऐसे ऐसे परिवार हैं, हरिजनों की मैं नहीं कहता, बल्कि जो राजपूत हैं, बड़ी जाति के लोग हैं, जो गांवों में रहते हैं, जो बीकानेर से ५०–६० और ७० मील के फासले पर रहते हैं, उन गांव के परिवारों को दो दो, और तीन, तीन दिन तक खाना नसीब नहीं होता है। यह हमारे लिये बड़े ही अफसोस की बात है कि उन गांवों के अन्दर हम कोई समुचित व्यवस्था नहीं कर पाते ताकि उनको वहीं कुछ काम धंधा दे दिया जाय। जब वहां के मुख्य मंत्री जी से मैंने इस बारे में कहा तो उन्होंने कह दिया कि उन सब लोगों को राजस्थान कैनाल पर भेज दो। अब सदियों से वहां रहने वाले परिवारों को किस तरीके से वहां ले जाया जाय दूसरे मैं समझता हूं कि अगर वे सब के सब परिवार वहां चले भी जायेंगे तो आपका बजट तो सीमित है और उस कारण आप सब के सब लोगों को काम दे भी नहीं पायेंगे, कहने के लिये आप ने कह दिया कि सबको राजस्थान कैनाल पर भेज दो।

मेरी केन्द्रीय सरकार से प्रार्थना है कि बीकानेर में अभी जो अकाल पड़ा है, वहां इतनी बेकारी व भुखमर है, उस के निराकरण के लिये केन्द्र राजस्थान गवर्नमेंट को आर्थिक सहायता दे, पैसे दे। हमें आशंका है कि अगर केन्द्र ने तत्परता से उधर सहायता नहीं दी तो वहां के लोगों में तीव्र असन्तोष पैदा हो जायेगा और उस सरकार के लिये जो कि एक प्रजातन्त्री और जनता की सरकार अपने को कहती है उस के लिये यह किसी तरह भी मुनासिब बात नहीं होगी। इसलिये मेरा आप से निवेदन है कि मैंने आप के सामने जो चन्द एक सुझाव रखे हैं उन को स्वीकार करें।

अब जब आप किसान को गुड़ आप बनाने नहीं देते, गुड़ बनाने पर आपने प्रतिबन्ध लगा दिया, गुड़ उसके घर में जा नहीं सकता, चीनी वहां मिलती नहीं है, न ही उसे गुड़ मिले और न ही चीनी मिले, अगर चीनी या गुड़ कुछ भी नहीं देंगे तो उन्होंने क्षुब्ध होकर यह ठीक ही निश्चय किया है कि हम आप को गन्ना नहीं देंगे। अभी २३ तारीख को जिला परिषद् की एक मीटिंग हुई थी जिसमें हमने सर्वसम्मति से एक प्रस्ताव पास करके सेंट्रल गवर्नमेंट और अपनी राजस्थान सरकार को भेजा है कि अगर किसानों को गन्ने का ठीक मूल्य नहीं दिया गया और इस तरह से गुड़ बनाने पर प्रतिबन्ध जारी रखा गया तो किसान किसी भी जगह गन्ना नहीं देंगे और फल यह होगा कि शक्कर की मिलें उस हालत में बन्द हो जायेंगी और चीनी के उत्पादन पर बड़ा प्रतिकूल प्रभाव पड़ेगा जोकि किसी तरह भी वांछनीय न होगा। उससे बड़ी दिक्कत पैदा होगी। वैसे मुझे बोलना तो काफी था लेकिन चूंकि और सदस्य भी अभी बोलना चाहते हैं और मेरा समय समाप्त हो गया है इस लिये मैं अपना स्थान ग्रहण करता हूं।

श्री तुलशीदास जाधव (नांदेड़) : उपाध्यक्ष महोदय, यह जो मोशन हाउस के सामने है कि देश में खाद्य, विशेषकर चावल और चीनी की स्थिति पर विचार किया जाये, उस पर अनेक वक्ता अपने विचार प्रकट कर चुके हैं। मैं यह कहना चाहता हूं कि सरकार ने इस बारे में जो आंकड़े उपलब्ध किये हैं, जो फीगर्स दी हैं उनको देखने से यह मालूम होता है कि आज सरकार ने खाद्यान्न के लिए जो टार्गेट सन् १९५५–५६ में बनाया था, जितना खाद्यान्न के उत्पादन का लक्ष्य उस समय निश्चित किया था, उसमें बढ़ोतरी हुई है। लेकिन जो कैशक्रौप्स हैं उनमें कमी हुई है। इसी तरह से सन् १९६०–६१ में जो टार्गेट था और जो ऐक्चुअल प्रोडक्शन हुआ उसको देखा जाये तो मालूम पड़ेगा कि शगरकेन के आलावा बाकी सब चीजों में कमी

[श्री तुलशीदास जाधव]

हुई है। यह चीज बुलेटिन ग्रौन फुड स्टैस्टिक्स को देखने से साफ नजर ग्राती है।

इसी तरह से इम्पोर्ट ग्राफ फुडग्रेन्स को देखिये। उसमें राइस की जो क्वांटिटी है जहां सन् १९५६ में हमने ३ लाख २५ हजार टन चावल मंगाया था वहां सन् १९६० की इम्पोर्ट फीगर को देखने से मालूम पड़ेगा कि सन् ६० में ६ लाख ८८ हजार टन चावल बाहर से हमने मंगाया। फीगर्स को देखने से पता चलेगा कि सन् ५६–५७–५८–५९ में मुतवातिर हमारी इम्पोर्ट फीगर्स बढ़ती ही गई हैं। ग्रौर सन् १९६० में हमने ३६ लाख ८८ हजार टन चावल बाहर से मंगाया। यही गेहूं की हालत हम देखते हैं। कोर्स ग्रेंस की भी यही कफियत है। उनकी भी इम्पोर्ट फीगर्स देखने से यह मालूम होता है कि हम करोड़ों रुपया देकर बाहर से ग्रनाज मंगवाते रहे हैं। ग्रब एक तो हम इस तरह से करोड़ों रुपया देकर बाहर से देश में ग्रनाज मंगवायें ग्रौर देश में ग्रनाज की कमी हो, ग्राखिर इसकी वजह है क्या ?

ग्रब शुगर प्रोडक्शन का जहां तक सवाल है उस के बारे में जो फीगर्स गवनमेंट ने दी हैं उसमें भी वही हालत देखने को मिलती है। सन् ५६ से ५९ तक की फीगर्स दी हुई हैं जो कि १० लाख ६ हजार टन है जब कि सन् ६०–६१ में वह २० लाख ९ हजार टन हो गयी है। शुगरकेन का एक्रेज जो कि सन् ५६ से ५९ तक ५० लाख ६ हजार एकड़ था वह बढ़ कर सन् ६०–६१ में ८० लाख ७ हजार एकड़ हो गया। ग्रब शुगरकेन के एरिया में तो बढ़ती हुई है तो फिर क्या वजह है कि चीनी में ग्रौर ग्रनाज में कमी हो ? मेरा ग्रपना विचार है कि इस बारे में सरकार की जो पालिसी है उसमें कुछ कमी है। खेतों में काम करने वाले काश्तकारों को वक्त पर जो उचित मदद मिलनी चाहिए वह मदद ग्राज सरकार द्वारा दी नहीं जाती है।

ग्रभी परसों गवर्नमेंट ने कहा कि उस ने बहुत सा पैसा निकाला है। काफी ग्रार्थिक सहायता का प्रबन्ध किया है लेकिन जहां तक मेरी ग्रपनी जानकारी है बहुत सा पैसा ग्रभी भी बैंक में पड़ा हुग्रा है। ग्रब मेरे जिले में देहातों में जो लोग काश्तकारी का काम करते हैं उनको पैसे की जरूरत है लेकिन उनको वक्त पर पैसा नहीं मिलता है ग्रौर उसको बाहर से भारी कर्ज पर पैसा जुटाना पड़ता है जिसका कि उस पर बड़ा बुरा ग्रसर पड़ता है ग्रौर वह कर्जदार बन जाता है। इसके लिए कुछ कानून ग्रथवा नियम इस रीति से बनाये हुए हैं कि जिनके लिए सरकार यह पैसा निकालती है उन तक वह पैसा वास्तव में जाता नहीं है। मेरे जिल में सेंट्रल बैंक की जो मीटिंग हुई थी उसमें मैंने देखा कि जो पैसा जिले के लिये दिया गया था उसमें से ४७ लाख रुपया ग्रभी तक वैसे ही बगैर खर्च किये हुये ग्राइडिल पड़ा हुग्रा है। मैंने मालूम किया कि ग्राखिर ऐसा क्यों है तो मालूम पड़ा कि काश्तकार ने जो पैसा खेती के लिए लिया, या तो ग्रवर्षण हुग्रा या ज्यादा बारिश हो गई, फसल उसकी मारी गई ग्रौर नतीजा यह हुग्रा कि वह पैसा वापिस नहीं दे सकता है ग्रौर उस हालत में चूंकि उस ने वह पैसा वापिस नहीं किया इसलिये उसे ग्रौर पैसा मिलता नहीं है। परिणाम यह होता है कि जिस साल के लिए उन्होंने पैसा निकाला, ग्रौर चूंकि किसान पहले का पैसा फसल मारी जाने के कारण वापिस नहीं ग्रदा कर सका इसलिये वह पैसा युटिलाइज नहीं हो पाता है ग्रौर बेकार में ग्राइडिल पड़ा रहता है।

ग्रब काश्तकार गवर्नमेंट सोसाइटीज या इस तरह की किसी एजेंसी से पैसा लेते हैं तो उसको उस पर साढ़े सात परसेंट ब्याज देना पड़ता है जब कि बैंक के सिर्फ ढाई परसेंट सूद देना होता है। लेकिन चूंकि बैंक से उसे पैसा मिलता नहीं है ग्रौर उसको सोसाइटीज ग्रादि से पैसा लेने को बाध्य होना पड़ता है तो वह उस पर साढ़े सात परसेंट ब्याज देता है। उसके बाद भी वक्त पर सोसाइटी

को न देने से उसको १८ परसेंट और २० परसेंट तक का इंटरैस्ट देना पड़ता है ।

यह आज की हालत है कि उस को अठारह, बीस परसेंट देना पड़ता है । इससे वह जो कर्जा लेता है, वह वापस न देने से उस पर ज्यादा बोझ पड़ता है । कर्ज लेने के लिए जो दूसरे रास्ते हैं, वे बन्द हैं ।

17 hrs.

जो दूसरे धंधे और व्यवसाय हैं, उन के लिए सरकार की एक प्रकार की दृष्टि होती है कि वहां पर मुनाफ़ा होता है या नहीं । इतना ही नहीं, बल्कि अगर किसी व्यक्ति का तीन हजार रुपये मुनाफ़ा हो, तब ही उस पर इनकम टैक्स लगता है । दूसरी क्लासिज के लिए यह देखा जाता है कि उन का व्यवसाय प्राफ़िटेबल है या नहीं । मैं यह निवेदन करना चाहता हूं कि जो दृष्टि दूसरे धंधों और व्यवसायों के लिए है, वह खेती के लिए नहीं है । काश्तकार को जिस वक्त गर्ज़ हो, उस वक्त तो कुछ न दिया जाय, बल्कि जिस वक्त हम दें, उस वक्त वह ले ले और काम करे, इस दृष्टि से देखने से खेती का उत्पादन नहीं बढ़ेगा, यह मेरी राय है । खेती को इस रीति से नहीं देखना चाहिए कि काश्तकार भुखे-प्यासे रह कर काम करे । इस सम्बन्ध में सरकार की दृष्टि यह होनी चाहिए कि खेती हमारी है, हमें उत्पादन बढ़ाना है और काश्तकारों से काम लेना है । इस दृष्टि को अपनाए बिना यह समस्या हल नहीं होगी । मेरे कहने का तात्पर्य यह है कि जिन लोगों के द्वारा हम को अनाज बढ़ाना है, जिन से हम को काम लेना है, हम को उन के हितों का भी ख़याल रखना चाहिए और उन को भी वक्त पर और उचित सहायता पहुंचानी चाहिए । आज ऐसी बात तो होती नहीं है कि अगर किसी काश्तकार ने अपनी जमीन को न जोत कर उस पर कुछ न उगाया, तो गवर्नमेंट उस को कुछ कम्पैल कर सके ।

जहां तक प्लान्ज़ के आंकड़ों का सम्बन्ध है, मुझे मालूम नहीं कि वे आंकड़े कैसे निकाले जाते हैं । गांवों देहातों के प्लान और डिस्ट्रिक्ट के प्लान के बारे में मैं सुनता हूं कि गांवों में एक आध जगह पर जहां पीक होता है उस का आंकड़ा निकाल कर यह अन्दाजा लगा लिया जाता है कि सारे ज़िले की यह स्थिति होगी । अगर देहात में ग्राम पंचायत कोई प्लान बनायें कि उन के यहां इतने एकड़ ज़मीन है, वहां पर इतना हुआ है और इतना करना है । लेकिन ऐसे कोई फैक्ट्स एंड फिगर्ज इस सरकार के पास नहीं हैं । जब तक ऐसा कोई प्लान तैयार नहीं किया जायगा, तब तक एक्चुअल फ़िगर्ज मिलना बड़ा मुश्किल है ।

जहां तक शूगरकेन का सम्बन्ध है, मिनिस्टर साहब से मेरा निवेदन है कि जो साउथ इंडिया में कई जगहों पर गन्ने का भाव १ रुपया, ६८ नये पैसे निश्चित किया गया है, और नार्थ इंडिया में कई जगहों पर दो रुपये दिया गया है, वह ठीक नहीं है । जब सारे हिन्दुस्तान में शूगरकेन बढ़ाना है और शूगर को बढ़ाना है, तो सारे हिन्दुस्तान में एक ही पालिसी पर चलते हुए सभी जगहों पर गन्ने का भाव दो रुपये होना चाहिए, जो कि सरकार ने नियत किया है ।

सरकार की वर्तमान नीति से महाराष्ट्र में बड़ा नुक्सान होता है । कई जगहों पर एक एकड़ में पंद्रह या बीस टन शूगरकेन होता है, जब कि महाराष्ट्र में लोग सौ सौ टन तक निकालते हैं । इस का दंड उस को यह मिलता है कि न तो उस को रिकवरी के आधार पर दाम दिये जाते हैं और न उस रीति से जिस से कि दूसरों को दिये जाते हैं ।

जब सोशलिस्टिक पैटर्न आफ़ सोसायटी की बात कही जाती है, तो को-आपरेटिव फ़ैक्टरीज़ को ज्यादा से ज्यादा प्रोत्साहन देना चाहिए । लेकिन प्राईवेट फ़ैक्टरीज़ को ज्यादा प्रोत्साहन दिया जाता है । अगर एक्सटेंशन करना हो, तो प्राईवेट फ़ैक्टरीज़ के लिये उस का भी प्राविजन किया हुआ है । लेकिन

[श्री तुलशीदास जाधव]

कोआपरेटिव बेसिस पर चलने वाली फ़ैक्टरियों के लिए कोई इन्तजाम नहीं है। इतना ही नहीं, १ रुपया ६८ नये पैसे उन को नुक्सान है। उस से शूगरकेन गुड़ बनाने के लिए चला जाता है। सरकार ने गुड़ के लिए रास्ता बन्द कर दिया है। इस लिए मेरा कहना यह है कि गुड़ के लिए रास्ता बन्द करने से हानि होती है। मैं ने सुना है कि यू० पी० का गुड़ पंजाब में जाता है। यू० पी० में गुड़ बीस से तीस रुपये पर-क्विंटल है और वही गुड़ पंजाब में साठ सत्तर रुपये तक जाता है। कैसे जाता है, बीच में क्या होता है, यह मुझे मालूम नहीं है। मैं ने सुना है कि बीच में जो अधिकारी होते हैं, उन को एक ट्रक के लिए एक हजार रुपये रिश्वत दी जाती है और वह ट्रक यू० पी० से पंजाब चला जाता है।

मेरा कहना है कि अगर रेस्ट्रिक्शन लगाना हो, तो उत्पादनकर्ता के कास्ट आफ़ प्रोडक्शन को देख कर रेस्ट्रिक्शन लगाया जा सकता है। जहां ज्यादा पैदा हो, वहां उस वक्त रेस्ट्रिक्शन हो, तो वहां पर सस्ता माल होगा। जहां कम हो और दूसरी जगह न भेजा जाये, तो उस की कीमत ज्यादा बढ़ेगी। जो काश्तकार है, जो माल बनाता है, उस को बराबर उस की कास्ट मिलनी चाहिए, उस को उस की मेहनत का पूरा पैसा मिलना चाहिए, यह पालिसी होनी चाहिए।

17.06 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, December 4, 1963/Agrahayana 13, 1885 (Saka).

ORAL ANSWERS TO QUESTIONS — COLUMNS 2597—2632

S.Q. No.	Subject	Columns
329	Oil Shipping Company	2597—2601
330	Hotel Classification Committee	2601—03
331	Haldia Port	2603—06
332	Rice	2606—12
333	Delhi Telephone Services	2612—14
334	Agricultural production	2614—19
335	Agricultural Commodities Advisory Committee	2619-20
336	Import of steel for Railways	2620—22
337	Telegrams in Roman script	2622—26
338	Japanese method of paddy cultivation	2626—29
339	Air accidents	2629—32

WRITTEN ANSWERS TO QUESTIONS 2632—43

S.Q. No.		
340	Tourist Centres	2632
341	Copper wire thefts	2633
342	Caravelle for I.A.C.	2633-34
343	Afforestation	2634-35
344	Loss of money from Alipore Post Office	2635-36
345	Escape of Mr. Walcott	2636
346	Development of tourism	2636-37
347	Loans through Co-operatives	2637-38
348	Life Insurance Premia	2638
349	Production and export of coaches	2638—40
350	Teleprinter service	2640
351	Sugar-cane supply to factories	2640-41
352	Brahmaputra basin food output	2641-42
353	Landing and parking charges for aircraft	2642-43

U.S.Q. No.		
926	Director, Posts and Telegraphs Circle Orissa	2643
927	Telephone connections	2644

WRITTEN ANSWERS TO QUESTIONS—*contd.* COLUMNS

U.S.Q. No.	Subject	Columns
928	Visakhapatnam Port	2644-45
929	Badagara-Mahe Canal, Kerala	2645
930	Collision of an engine with a bus	2645-46
931	Workers of Integral Coach Factory, Madras	2647
932	Cooperative Bank	2647
933	Special stamps	2647
934	Special trains fpr transporting potatoes	2647-48
935	Transport of iron ore	2648-49
936	Orissa State Milk Scheme	2649
937	Assistance to Orissa	2649-50
938	Nagapattinam Port	2650
939	Cooperative oil mills	2650-51
940	Prevention of cruelty to Animals Act, 1960	2651-52
941	Panchayati Raj in Ladakh	2652
942	Fodder Development Schemes	2653
943	Package programme in U. P.	2653
944	Sugar	2654—56
945	Railway claims	2656
946	Air accidents	2657
947	Airways system	2657-58
948	North East Frontier Railway	2658-59
949	Calcutta Port	2659—61
950	Price of Til oil	2661
951	Jawans run over by Agra-Lucknow Express	2662
952	Collision of Railway engine with truck	2662-63
953	National Highways	2663-64
954	Automatic telephones in Jhansi division	2664-65
955	Railway concessions	2665
956	P. & T. services	2665-66
957	Road Transport Survey	2666-67
958	Staff colleges in Railways	
959	Tubewells in Kerala	2667-68
960	Indian seamen	2668
961	Co-operative Consumers' Societies	2668-69
962	Damage to Railways by floods	2669-70

COLUMNS

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	*Subject*	
963	Training in Nutrition	2670–71
964	Forest Research Institute	2671
965	Meteorological Observatory	2671–72
966	Dairies	2672
967	Plough of five spades	2672–73
968	Calcutta Port	2673—75
969	Bridge over Ghagra river	2675
970	Telephone Trunk Service	2675–76
971	Tourist Bunglows	2676–77
972	Automatic check-out Equipment in Air Corporation	2677–78
973	Agricultural production	2678
974	Calcutta-Assam wireless trunk service	2679
975	Tobacco seeds	2679–80
976	Road bridge over Ganga	2680
977	Land Acquisition Committees	2680–81
978	Iron and Steel for agricultural purposes	2681–82
979	Suratgarh farm	2682–83
980	Train collision at Chakulia	2683
981	Sarghum vegetable and jute seeds	2683
982	Fire in T.U. 104 Aircraft	2684
983	Madhopur-Kathua Railway line	2684–85
984	Appraisal of Third Plan	2685
985	Grounded aircraft	2685–86
986	Darjeeling-Himalayan Railway	2686
987	Neyveli Lignite	2686–87
988	Derailments	2687
989	Jaipur division	2687–88
990	Shahadra Saharanpur Light Light Railway	2688
991	Tube wells in Punjab	2688–89
992	Committee of Productivity Experts	2689–90
993	G.P.O., Delhi	2690
994	Government farms	2690
995	Crop Cutting experiments	2691
996	Nutritious fodder	2692–93
997	Amendment of Indian Forest Act	2693–94
998	Vender stalls	2694–95

COLUMNS

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	*Subject*	
999	Out-agencies in Delhi	2695–96
1000	Out-agencies	2696
1001	Alitalia Plane crash	2696–97
1002	Sugar quota	2697
1003	Loan for D.T.U.	2698
1004	Road accidents	2698–99
1005	Catering at Gauhati and Agartala Airports	2699
1006	Chakradharpur Railway Division	2699–2700
1007	Chakradharpur Railway Division	2700
1008	Medicinal plants	2700–01
1009	Kovalam as a tourist Centre	2701
1010	Box-wagons	2701–02
1011	Concessions to Artists	2702–03
1012	Railway bridge over the Jamuna	2703–04
1013	Settlement of families of fishermen	2704
1014	Minor ports in Andhra	2704—08
1015	Railway workers	2707
1016	Procurement price of rice	2708
1017	Food Production Board	2708–09
1018	Sub-Post Offices in Orissa	2709–10
1019	Money Orders	2710
1020	Level crossing gates	2711–12
1021	Calicut Port	2712
1022	Purchase of land by S.E. Railway	2713
1023	Telephone Directories	2713–14
1024	Employees in Northern Railway	2714–15
1025	Cooperative movement in Punjab	2715
1026	Emergency landing of Air India Jet	2715–16
1027	Nagendra-Nagar Station	2716
1028	Howrah-Bound 10-Down Doon Express	2716–17
1029	Railway line from Singrauli to Katni	2717
1030	Stadium at Sahdol	2718
1031	Ujjain-Agar Railway line	2718–19
1032	Allotment of sugar for Jaipur Congress session	2719
1033	Minor irrigation in U.P.	2719—21
1034	Railway line from Rotlam to Mandav	2721–22

COLUMNS

WRITTEN ANSWERS TO QUESTIONS—*contd.*

U.S.Q. No.	*Subject*	
1035	Railway Intermediate Colleges	2722
1036	Tele-communications system in J. & K.	2722–23
1037	Bridge on Mahananda	2723
1038	Railway engines	2623—26
1039	Post Offices	2726
1040	National Highway from Pachmarhi to Bhopal	2726–27
1041	Air-strip at Pachmarhi	2727
1042	Package programme in Cachar District	2727
1043	Telegraph and telephone facilities	2728
1044	Gur	2728
1045	Overbridge in Itarsi	2729
1046	Deviraj cotton	2729–30
1047	Fishing harbours	2730–31
1048	Coastel shipping	2731
1049	National Highways	2731–32
1050	G. T. Road	2732–33
1051	Flag stations	2733
1052	P. & T. Advisory Committees	2733
1053	Railway line connecting Gorakhpur with Maharajganj	2733—35

OBITUARY REFERENCE 2735

The Speaker made a reference to the passing away of the Maharaja of Sikkim Sir Tashi Namgyal

Thereafter members stood in silence for a short while as a mark of respect

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE 2735—45

Shri Mani Ram Bagri called the attention of the Minis- of Railways to the explosion in a Railway wagon at Ajni near Nagpur resulting in injuries to 32 persons and damage to several houses and Railway workshop.

The Minister of Railways (Shri Dasappata) made a statement in regard thereto

COLUMNS

PAPERS LAID ON THE TABLE. 2746–47

(1) A copy each of the following Reports under sub-section (1) of section 619A of the Companies Act, 1956 :—

(*i*) Annual Report of the Mogul Line Limited, Bombay, for the year ended the 31st December 1962, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon

(*ii*) Annual Report of the Shipping Corporation of India Limited, Bombay, for the year 1962-63 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon

(2) A copy each of the following Notifications under section 14A of the Aircraft Act, 1934, together with an explanatory note :

(*i*) The Indian Aircraft (Fifth Amendment) Rules, 1963 published in Notification No. G. S. R. 1490 dated the 14th September, 1963.

(*ii*) Notification No. G.S.R 1604 dated the 6th October, 1963 making certain amendment to the Indian Aircraft (Fifth Amendment) Rules, 1963.

MESSAGE FROM RAJYA SABHA 2747–48

Sacretary reported a message from Rajya Sabha that at its sitting held on the 2nd December, 1963, Rajya Sabha concurted in the recommendation of Lok Sabha to join in the Joint Committee of the Houses on the Bill to amend the Slum Areas (Improvement and Clearance) Act, 1956 and nominated eight members to serve on the said Joint Comittee

	COLUMNS
MOTION *RE* : FOOD SITUATION	2748—2868
Discussion on the motion *re* : Food situation and the substitute motions thereto moved on 2nd December, 1963 continued. The discussion was not concluded	

	COLUMNS
AGENDA FOR WEDNESDAY, DECEMBER, 4, 1963/AGRAHAYANA 13, 1885 (SAKA)	
Further discussion on the motion *re* : Food situation and consideration and passing of the Unit Trust of India Bill	

GMGIPND—LS II—1606 (Ai) LSD—14-12-63—880.